Doc 8400

Procedures for
Air Navigation Services

# ICAO Abbreviations and Codes

This edition incorporates all amendments
approved by the Council prior to 24 July 2010
and supersedes, on 18 November 2010,
all previous editions of PANS-ABC (Doc 8400).

Eighth Edition — 2010

International Civil Aviation Organization

Doc 8400

**Procedures for**
**Air Navigation Services**

# ICAO Abbreviations and Codes

**This edition incorporates all amendments approved by the Council prior to 24 July 2010 and supersedes, on 18 November 2010, all previous editions of PANS-ABC (Doc 8400).**

**Eighth Edition — 2010**

**International Civil Aviation Organization**

Published in separate English, French, Russian and Spanish editions by the
INTERNATIONAL CIVIL AVIATION ORGANIZATION
999 University Street, Montréal, Quebec, Canada H3C 5H7

For ordering information and for a complete listing of sales agents
and booksellers, please go to the ICAO website at www.icao.int

*First edition,1964.*
*Seventh edition, 2007.*
*Eighth edition, 2010.*

**Doc 8400, *Procedures for Air Navigation Services —***
***ICAO Abbreviations and Codes***
Order Number: 8400
ISBN 978-92-9231-626-6



# AMENDMENTS

Amendments are announced in the supplements to the *Catalogue of ICAO Publications;* the Catalogue and its supplements are available on the ICAO website at www.icao.int. The space below is provided to keep a record of such amendments.

## RECORD OF AMENDMENTS AND CORRIGENDA

| AMENDMENTS | | | |
|---|---|---|---|
| No. | Date applicable | Date entered | Entered by |
| 1-30 | Incorporated in this Edition. | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

| CORRIGENDA | | | |
|---|---|---|---|
| No. | Date of issue | Date entered | Entered by |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

# TABLE OF CONTENTS

# FOREWORD

## 1. Introduction

This document contains abbreviations and codes approved by the Council of ICAO for worldwide use in the international aeronautical telecommunication service and in aeronautical information documents, as appropriate, uniform abbreviated phraseology for use in pre-flight information bulletins and ATS data link communications, with the status of Procedures for Air Navigation Services (in abbreviated form the PANS-ABC).

This document is the outgrowth of study by the Air Navigation Commission in consultation with States in the matter of controlling and coordinating abbreviations and codes. It brings together all abbreviations and codes for use in aircraft operations with the following exceptions:

a) *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services* promulgated in Doc 8585.

b) Data designators and geographical designators for meteorological bulletins given in the *Manual of Aeronautical Meteorological Practice* (Doc 8896).

c) Aeronautical meteorological codes given in the *Manual of Aeronautical Meteorological Practice*.

d) Additional abbreviations for restricted use in aeronautical information services (AIS) documents given in the *Aeronautical Information Services Manual* (Doc 8126).

e) *Location Indicators* given in Doc 7910.

f) *Aircraft Type Designators* given in Doc 8643.

Table A shows the origin of each edition of the PANS-ABC issued since 1964 and subsequent amendments thereto, together with a list of the principal subjects involved, the dates on which the amendments were approved by the Council and the dates on which they became applicable.

## 2. Principles for formulation of abbreviations

The principles applied in the formulation of ICAO abbreviations are:

a) that allocation of more than one signification to a single abbreviation should be avoided except where it can be reasonably determined that no instances of misinterpretation would arise;

b) that allocation of more than one abbreviation to the same signification should be avoided even though a different use is prescribed;

c) that abbreviations should make use of the root word or words and should be derived from words common to the working languages except that where it is impracticable to apply this principle to best advantage, the abbreviation should follow the English text;

d) that the use of a singular or plural form for the signification of an abbreviation should be selected on the basis of the more common use;

e) that an abbreviation may represent grammatical variants of the basic signification where such application can be made without risk of confusion and the desired grammatical form can be determined from the context of the message.

With respect to the latter principle, several variants are given for a number of abbreviations where it might not be obvious that the variant is appropriate or acceptable.

## 3. Specifications governing the use of abbreviations

Specifications governing the use of abbreviations and codes are contained in the following ICAO Annexes and PANS:

a) use of abbreviations in the aeronautical information service: 3.6.4 of Annex 15;

b) use of the NOTAM Code: 5.2 of Annex 15;

c) use of abbreviations and codes in the international aeronautical telecommunications service: 3.7 of Annex 10, Volume II;

d) use of abbreviations on aeronautical charts: 2.3.3 and 2.9 of Annex 4;

e) use of abbreviations in plain language meteorological messages: Chapters 3, 4, 6 and 7, Appendices 1, 2 and 5 and Attachment A of Annex 3;

f) use of abbreviations in air-reports: 4.12 of Chapter 4 and Appendix 1 of PANS-ATM (Doc 4444);

g) use of abbreviations and designators in flight plans and other air traffic services messages: Chapters 11 and 16 and Appendices 2, 3, 5 and 6 of PANS-ATM (Doc 4444).

## 4. Status

The Procedures for Air Navigation Services (PANS) do not have the same status as the Standards and Recommended Practices. While the latter are adopted by Council in pursuance of Article 37 of the Convention on International Civil Aviation, subject to the full procedure of Article 90, the PANS are approved by the President of the Council on behalf of the Council and recommended to Contracting States for worldwide application.

## 5. Implementation

The implementation of ICAO Standards, Recommended Practices and Procedures is the responsibility of Contracting States; they are applied in actual operations only after, and in so far as States have enforced them. However, with a view to facilitating their processing towards implementation by States, this document has been prepared in a manner which will permit direct use by operational personnel.

## 6. Notification of Differences

The PANS do not carry the status afforded to Standards adopted by the Council as Annexes to the Convention and, therefore, do not come within the obligation imposed by Article 38 of the Convention to notify differences in the event of non-implementation.

The attention of States is, however, drawn to the provision in Annex 15 related to the publication in Aeronautical Information Publications of a list of abbreviations and their respective significations used by the State in its Aeronautical Information Publications and in the dissemination of aeronautical information. Differences from ICAO abbreviations or their significations should be identified.

## 7. Editorial presentation

For encoding purposes the abbreviations given in this document are divided among a "general" and several specialized categories. For the convenience of the user, there is some duplication among these categories. Nevertheless, it may be necessary to draw on the "general" category of abbreviations when composing messages using one of the specialized categories.

Certain Q Code signals which through constant use have attained plain language status have been placed with their plain language significations in the portion of this document which contains the "general" category abbreviations.

Throughout the document, decode material is printed on white paper, encode material on green paper.

Any errors, omissions or discrepancies should be brought to the attention of the Secretary General of ICAO, 999 University Street, Montréal, Quebec, Canada H3C 5H7.

**Table A. Amendments to the PANS-ABC**

| *Amendment* | *Source(s)* | *Subject(s)* | *Approved*<br>*Applicable* |
|---|---|---|---|
| 1st Edition (1964) | Air Navigation Commission | Study on the control and coordination of abbreviations and codes. | 18 March 1964<br>1 November 1964 |
| Amendment 1 | MET/OPS Meeting (1964); Fifth Meeting of the Panel of Teletypewriter Specialists (1963) | Editorial and consequential amendments emanating from Amendment 44 to Annex 10, Amendment 9 to PANS-MET and Amendment 7 to PANS-RAC; addition and modification of meteorological abbreviations; amendment of abbreviations used on the AFTN. | 7 June 1965<br>10 March 1966 |
| Amendment 2 | ICAO Secretariat | Consequential and editorial changes to the Foreword emanating from Air Navigation Commission and Council action on various regulatory and service documents. | 25 August 1966 |
| 2nd Edition (1967) (includes Amendment 3) | AIS/MAP Divisional Meeting (1966) | Various changes to abbreviations and codes to reflect current operational requirements and practices. | 13 June 1967<br>8 February 1968 |
| Amendment 4 | Air Navigation Commission | Consequential changes to abbreviations used for air traffic purposes emanating from Amendment 2 to the Eighth Edition of Doc 4444 (PANS-RAC). | 4 April 1968<br>4 April 1968 |
| Amendment 5 | Air Navigation Commission | Consequential changes to abbreviations used for plain language meteorology messages, emanating from Amendment 14 to Doc 7605 (PANS-MET). | 28 June 1968<br>9 January 1969 |
| Amendment 6 | Air Navigation Commission | Changes arising from Assembly Resolution A16-19 and Amendment 54 to Annex 3. | 23 January 1969<br>18 September 1969 |

| *Amendment* | *Source(s)* | *Subject(s)* | *Approved Applicable* |
|---|---|---|---|
| 3rd Edition (1971) (includes Amendments 7 and 8) | Air Navigation Commission | Study of NOTAM composition resulting in expanded use of abbreviations and codes in NOTAM Class I; changes in abbreviations emanating from revised aeronautical meteorological figure codes introduced by WMO; changes introduced as a result of clarification of air traffic control terms contained in ICAO regulatory documents. | 19 March 1971<br>6 January 1972 |
| Amendment 9 | Air Navigation Commission | Consequential changes emanating from Amendment 1 to the Tenth Edition of Doc 4444 (PANS-RAC). | 24 March 1972<br>7 December 1972 |
| Amendment 10 | Air Navigation Commission; Third Meeting of the Obstacle Clearance Panel (1971) | Consequential amendments to abbreviations and their significations (QFE and QNH); changes to meteorological abbreviations introduced by WMO. | 21 March 1973<br>16 August 1973 |
| Amendment 11 | Air Navigation Commission; Seventh Air Navigation Conference (1972) | Addition of abbreviations RNAV and STAR; deletion of abbreviation SIA. | 29 May 1973<br>23 May 1974 |
| Amendment 12 | Air Navigation Commission | Inclusion of additional abbreviations for use in the NOTAM Code. | 11 December 1974<br>9 October 1975 |
| Amendment 13 | Air Navigation Commission; Eighth Air Navigation Conference (1974) | Additions, deletions and changes in significations of abbreviations mainly emanating from amendments to Annex 3. | 8 December 1975<br>12 August 1976 |
| Amendment 14 | Air Navigation Commission; Ninth Air Navigation Conference (1976) | Addition of abbreviations COP, INOP, MRP, RPS and WPT; change in signification of abbreviation ACP as a consequence of Amendment 30 to Annex 14. | 9 December 1977<br>10 August 1978 |
| Amendment 15 | Air Navigation Commission | Additions and changes in signification of abbreviations. | 26 February 1979<br>29 November 1979 |
| Amendment 16 | Air Navigation Commission | Additions, deletions and changes in signification of abbreviations emanating from a study of abbreviations in common use in States' aeronautical information publications. | 11 March 1981<br>26 November 1981 |
| Amendment 17 | Air Navigation Commission | Extensive amendment of abbreviations and codes emanating from a proposal submitted by the United Kingdom. | 14 December 1981<br>9 June 1983 |
| Amendment 18 | Air Navigation Commission | Extensive addition of abbreviations and codes consequential to a study of the revision of the NOTAM Code; addition of abbreviations used in Doc 8168 (PANS-OPS). | 11 June 1982<br>9 June 1983 |
| Amendment 19 | Air Navigation Commission; Third Meeting of the ATS Data Acquisition, Processing and Transfer (ADAPT) Panel (1981) | Consequential changes emanating from Amendments 64 and 65 to Annex 3, Amendment 14 to Annex 5, Recommendations 1/5 and 3/1 of ADAPT/3, and a new ITU method of designating radio emissions. | 15 March 1985<br>21 November 1985 |

| *Amendment* | *Source(s)* | *Subject(s)* | *Approved*<br>*Applicable* |
|---|---|---|---|
| 4th Edition (1989) (includes Amendment 20) | Air Navigation Commission | Additions, changes and deletions of abbreviations and codes to reflect the current operational requirements and practices; introduction of new sections for abbreviations used in radiotelephony in a spoken form (Decode, Encode) and for the Procedure signals used in aeronautical telecommunication service (Decode); consequential and editorial amendments. | 24 February 1989<br>16 November 1989 |
| Amendment 21 | Air Navigation Commission; Communications/ Meteorology/ Operations (COM/MET/OPS) Divisional Meeting (1990) | Additions, changes and deletions of abbreviations and codes to reflect the current operational requirements and practices; consequential amendments arising from Amendment 69 to Annex 3, Amendment 13 to Annex 5, Amendment 39 to Annex 14, Amendment 27 to Annex 15 and Amendment 13 to PANS-OPS. | 2 December 1992<br>1 July 1993 |
| Amendment 22 | Air Navigation Commission | Consequential changes emanating from:<br>Amendment 70 to Annex 3<br>Amendment 69 to Annex 10<br>Amendment 15 to Annex 12<br>Amendment 28 to Annex 15<br>Amendment 7 to PANS-OPS, Volume I. | 30 November 1995<br>7 November 1996 |
| 5th Edition (1999) (includes Amendment 23) | AIS/MAP Divisional Meeting (1998); Air Navigation Commission | Extensive amendments emanating from the AIS/MAP Divisional Meeting (1998) and the Air Navigation Commission, including additions, changes and deletions of abbreviations; addition and deletion of abbreviations and terms transmitted as spoken words; addition of abbreviations and terms transmitted using the individual letters in non-phonetic form; addition of a NOTAM Code for controller-pilot data link communications and automatic dependent surveillance; deletion of Procedure Signals for use in the International Aeronautical Telecommunication Service (Decode and Encode); deletion of the Q-Code (Preface, Decode and Encode). | 26 February 1999<br>4 November 1999 |
| Amendment 24 | Air Navigation Commission | Consequential changes emanating from Amendment 71 to Annex 3. | 9 June 2000<br>2 November 2000 |
| Amendment 25 | Air Navigation Commission | Consequential changes emanating from Amendment 72 to Annex 3. | 10 July 2002<br>28 November 2002 |
| Amendment 26 | Conclusion 40/51 b) of the European Air Navigation Planning Group (EANPG) and the Secretariat | Consequential changes emanating from Amendment 32 to Annex 15. | 23 July 2003<br>27 November 2003 |
| Sixth Edition (2004) (includes Amendment 27) | Global Navigation Satellite System Panel (GNSSP/4); MET Divisional Meeting (2002); Air Navigation Commission | New abbreviations and updated specifications for the NOTAM Code related to GNSS; and consequential changes emanating from Amendment 73 to Annex 3, Amendment 53 to Annex 4 and Amendments 13 and 12 to the PANS-OPS, Volumes I and II, respectively. | 6 May 2004<br>25 November 2004 |
| Seventh Edition (2007) (includes Amendment 28) | Fourteenth Meeting of the Obstacle Clearance Panel (OCP/14); Air Navigation Commission; and the Secretariat | New abbreviations related to updated provisions in the PANS-OPS; the use of ADS-B, ADS-C and RCP in the provision of air traffic services; consequential changes emanating from Amendment 74 to Annex 3 and Amendment 34 to Annex 15; and editorial amendments. | 3 August 2007<br>22 November 2007 |

| *Amendment* | *Source(s)* | *Subject(s)* | *Approved*<br>*Applicable* |
|---|---|---|---|
| Amendment 29 | First working group of the whole meeting of the Instrument Flight Procedures Panel (IFPP/WG/WHL/1); Secretariat, with the assistance of the Required Navigation Performance and Special Operational Requirements Study Group (RNPSORSG), concerning PBN terminology | New abbreviations related to updated provisions in the PANS-OPS with regard to the performance-based navigation (PBN) concept and ground-based augmentation system (GBAS) landing system. | 7 October 2008<br>20 November 2008 |
| Eighth Edition (2010) (includes Amendment 30) | Ninth meeting of the Operations Panel Working Group of the Whole (OPSP/WG-WHL/9); sixth meeting of the Operations Panel (OPSP/6); and the Secretariat with the assistance of the Aeronautical Information Management Study Group (AIS-AIMSG/1), International Airways Volcano Watch Operations Group (IAVWOPSG/4), Meteorological Warnings Study Group (METWSG/2), and Aerodrome Meteorological Observation and Forecast Study Group (AMOFSG/7). | New abbreviations related to cockpit displays, unmanned aircraft, volcanic ash information provided by volcanic ash advisory centres (VAAC), the elimination of routine voice reports, completion of tropical cyclone advisories in graphical format and the use of data link for meteorological information, aerodrome observations and forecasts. Update of the NOTAM code. | 23 July 2010<br>18 November 2010 |

# ABBREVIATIONS

## DECODE

## A

| | |
|---|---|
| A | Amber |
| AAA | *(or AAB, AAC . . . etc., in sequence)* Amended meteorological message *(message type designator)* |
| A/A | Air-to-air |
| AAD | Assigned altitude deviation |
| AAIM | Aircraft autonomous integrity monitoring |
| AAL | Above aerodrome level |
| ABI | Advance boundary information |
| ABM | Abeam |
| ABN | Aerodrome beacon |
| ABT | About |
| ABV | Above |
| AC | Altocumulus |
| ACARS† | *(to be pronounced "AY-CARS")* Aircraft communication addressing and reporting system |
| ACAS† | Airborne collision avoidance system |
| ACC‡ | Area control centre *or* area control |
| ACCID | Notification of an aircraft accident |
| ACFT | Aircraft |
| ACK | Acknowledge |
| ACL | Altimeter check location |
| ACN | Aircraft classification number |
| ACP | Acceptance *(message type designator)* |
| ACPT | Accept *or* accepted |
| ACT | Active *or* activated *or* activity |
| AD | Aerodrome |
| ADA | Advisory area |
| ADC | Aerodrome chart |
| ADDN | Addition *or* additional |
| ADF‡ | Automatic direction-finding equipment |
| ADIZ† | *(to be pronounced "AY-DIZ")* Air defence identification zone |
| ADJ | Adjacent |
| ADO | Aerodrome office *(specify service)* |
| ADR | Advisory route |
| ADS* | The address *(when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)* |
| ADS-B‡ | Automatic dependent surveillance — broadcast |
| ADS-C‡ | Automatic dependent surveillance — contract |
| ADSU | Automatic dependent surveillance unit |
| ADVS | Advisory service |
| ADZ | Advise |
| AES | Aircraft earth station |
| AFIL | Flight plan filed in the air |
| AFIS | Aerodrome flight information service |
| AFM | Yes *or* affirm *or* affirmative *or* that is correct |
| AFS | Aeronautical fixed service |
| AFT . . . | After . . . *(time or place)* |
| AFTN‡ | Aeronautical fixed telecommunication network |
| A/G | Air-to-ground |
| AGA | Aerodromes, air routes and ground aids |
| AGL | Above ground level |
| AGN | Again |
| AIC | Aeronautical information circular |
| AIDC | Air traffic services interfacility data communications |
| AIP | Aeronautical information publication |
| AIRAC | Aeronautical information regulation and control |
| AIREP† | Air-report |
| AIRMET† | Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations |
| AIS | Aeronautical information services |
| ALA | Alighting area |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*

‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*

* *Signal is also available for use in communicating with stations of the maritime mobile service.*

\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| ALERFA† | Alert phase |
| ALR | Alerting *(message type designator)* |
| ALRS | Alerting service |
| ALS | Approach lighting system |
| ALT | Altitude |
| ALTN | Alternate *or* alternating *(light alternates in colour)* |
| ALTN | Alternate *(aerodrome)* |
| AMA | Area minimum altitude |
| AMD | Amend *or* amended *(used to indicate amended meteorological message; message type designator)* |
| AMDT | Amendment *(AIP Amendment)* |
| AMS | Aeronautical mobile service |
| AMSL | Above mean sea level |
| AMSS | Aeronautical mobile satellite service |
| ANC . . . | Aeronautical chart — 1:500 000 *(followed by name/title)* |
| ANCS . . . | Aeronautical navigation chart — small scale *(followed by name/title and scale)* |
| ANS | Answer |
| AOC . . . | Aerodrome obstacle chart *(followed by type and name/title)* |
| AP | Airport |
| APAPI† | *(to be pronounced "AY-PAPI")* Abbreviated precision approach path indicator |
| APCH | Approach |
| APDC . . . | Aircraft parking/docking chart *(followed by name/title)* |
| APN | Apron |
| APP | Approach control office *or* approach control *or* approach control service |
| APR | April |
| APRX | Approximate *or* approximately |
| APSG | After passing |
| APV | Approve *or* approved *or* approval |
| ARC | Area chart |
| ARNG | Arrange |
| ARO | Air traffic services reporting office |
| ARP | Aerodrome reference point |
| ARP | Air-report *(message type designator)* |
| ARQ | Automatic error correction |
| ARR | Arrival *(message type designator)* |
| ARR | Arrive *or* arrival |
| ARS | Special air-report *(message type designator)* |
| ARST | Arresting *(specify (part of) aircraft arresting equipment)* |
| AS | Altostratus |
| ASC | Ascend to *or* ascending to |
| ASDA | Accelerate-stop distance available |
| ASE | Altimetry system error |
| ASHTAM | Special series NOTAM notifying, by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations |
| ASPH | Asphalt |
| AT . . . | At *(followed by time at which weather change is forecast to occur)* |
| ATA‡ | Actual time of arrival |
| ATC‡ | Air traffic control *(in general)* |
| ATCSMAC. . . | Air traffic control surveillance minimum altitude chart *(followed by name/title)* |
| ATD‡ | Actual time of departure |
| ATFM | Air traffic flow management |
| ATIS† | Automatic terminal information service |
| ATM | Air traffic management |
| ATN | Aeronautical telecommunication network |
| ATP . . . | At . . . *(time or place)* |
| ATS | Air traffic services |
| ATTN | Attention |
| AT-VASIS† | *(to be pronounced "AY-TEE-VASIS")* Abbreviated T visual approach slope indicator system |
| ATZ | Aerodrome traffic zone |
| AUG | August |
| AUTH | Authorized *or* authorization |
| AUW | All up weight |
| AUX | Auxiliary |
| AVBL | Available *or* availability |
| AVG | Average |
| AVGAS† | Aviation gasoline |
| AWTA | Advise at what time able |
| AWY | Airway |
| AZM | Azimuth |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*

‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*

* *Signal is also available for use in communicating with stations of the maritime mobile service.*

\# *Signal for use in the teletypewriter service only.*

## B

| | |
|---|---|
| B | Blue |
| BA | Braking action |
| BARO-VNAV† | *(to be pronounced "BAA-RO-VEE-NAV")* Barometric vertical navigation |
| BASE† | Cloud base |
| BCFG | Fog patches |
| BCN | Beacon *(aeronautical ground light)* |
| BCST | Broadcast |
| BDRY | Boundary |
| BECMG | Becoming |
| BFR | Before |
| BKN | Broken |
| BL . . . | Blowing *(followed by DU = dust, SA = sand or SN = snow)* |
| BLDG | Building |
| BLO | Below clouds |
| BLW . . . | Below . . . |
| BOMB | Bombing |
| BR | Mist |
| BRF | Short *(used to indicate the type of approach desired or required)* |
| BRG | Bearing |
| BRKG | Braking |
| BS | Commercial broadcasting station |
| BTL | Between layers |
| BTN | Between |
| BUFR | Binary universal form for the representation of meteorological data |

## C

| | |
|---|---|
| . . . C | Centre *(preceded by runway designation number to identify a parallel runway)* |
| C | Degrees Celsius *(Centigrade)* |
| CA | Course to an altitude |
| CAT | Category |
| CAT | Clear air turbulence |
| CAVOK† | *(to be pronounced "KAV-OH-KAY")* Visibility, cloud and present weather better than prescribed values or conditions |
| CB‡ | *(to be pronounced "CEE BEE")* Cumulonimbus |
| CC | Cirrocumulus |
| CCA | *(or CCB, CCC . . . etc., in sequence)* Corrected meteorological message *(message type designator)* |
| CD | Candela |
| CDN | Coordination *(message type designator)* |
| CF | Change frequency to . . . |
| CF | Course to a fix |
| CFM* | Confirm *or* I confirm *(to be used in AFS as a procedure signal)* |
| CGL | Circling guidance light(s) |
| CH | Channel |
| CH# | This is a channel-continuity-check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel *(to be used in AFS as a procedure signal)* |
| CHEM | Chemical |
| CHG | Modification *(message type designator)* |
| CI | Cirrus |
| CIDIN† | Common ICAO data interchange network |
| CIT | Near *or* over large towns |
| CIV | Civil |
| CK | Check |
| CL | Centre line |
| CLA | Clear type of ice formation |
| CLBR | Calibration |
| CLD | Cloud |
| CLG | Calling |
| CLIMB-OUT | Climb-out area |
| CLR | Clear(s) *or* cleared to . . . *or* clearance |
| CLRD | Runway(s) cleared *(used in METAR/SPECI)* |
| CLSD | Close *or* closed *or* closing |
| CM | Centimetre |
| CMB | Climb to *or* climbing to |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| CMPL | Completion *or* completed *or* complete |
| CNL | Cancel *or* cancelled |
| CNL | Flight plan cancellation *(message type designator)* |
| CNS | Communications, navigation and surveillance |
| COM | Communications |
| CONC | Concrete |
| COND | Condition |
| CONS | Continuous |
| CONST | Construction *or* constructed |
| CONT | Continue(s) *or* continued |
| COOR | Coordinate *or* coordination |
| COORD | Coordinates |
| COP | Change-over point |
| COR | Correct *or* correction *or* corrected *(used to indicate corrected meteorological message; message type designator)* |
| COT | At the coast |
| COV | Cover *or* covered *or* covering |
| CPDLC‡ | Controller-pilot data link communications |
| CPL | Current flight plan *(message type designator)* |
| CRC | Cyclic redundancy check |
| CRM | Collision risk model |
| CRZ | Cruise |
| CS | Call sign |
| CS | Cirrostratus |
| CTA | Control area |
| CTAM | Climb to and maintain |
| CTC | Contact |
| CTL | Control |
| CTN | Caution |
| CTR | Control zone |
| CU | Cumulus |
| CUF | Cumuliform |
| CUST | Customs |
| CVR | Cockpit voice recorder |
| CW | Continuous wave |
| CWY | Clearway |

## D

| | |
|---|---|
| D | Downward *(tendency in RVR during previous 10 minutes)* |
| D . . . | Danger area *(followed by identification)* |
| DA | Decision altitude |
| D-ATIS† | *(to be pronounced "DEE-ATIS")* Data link automatic terminal information service |
| DCD | Double channel duplex |
| DCKG | Docking |
| DCP | Datum crossing point |
| DCPC | Direct controller-pilot communications |
| DCS | Double channel simplex |
| DCT | Direct *(in relation to flight plan clearances and type of approach)* |
| DE* | From *(used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)* |
| DEC | December |
| DEG | Degrees |
| DEP | Depart *or* departure |
| DEP | Departure *(message type designator)* |
| DEPO | Deposition |
| DER | Departure end of the runway |
| DES | Descend to *or* descending to |
| DEST | Destination |
| DETRESFA† | Distress phase |
| DEV | Deviation *or* deviating |
| DF | Direction finding |
| DFDR | Digital flight data recorder |
| DFTI | Distance from touchdown indicator |
| DH | Decision height |
| DIF | Diffuse |
| DIST | Distance |
| DIV | Divert *or* diverting |
| DLA | Delay *or* delayed |
| DLA | Delay *(message type designator)* |
| DLIC | Data link initiation capability |
| DLY | Daily |
| DME‡ | Distance measuring equipment |
| DNG | Danger *or* dangerous |
| DOM | Domestic |
| DP | Dew point temperature |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| DPT | Depth |
| DR | Dead reckoning |
| DR . . . | Low drifting *(followed by DU = dust, SA = sand or SN = snow)* |
| DRG | During |
| DS | Duststorm |
| DSB | Double sideband |
| DTAM | Descend to and maintain |
| DTG | Date-time group |
| DTHR | Displaced runway threshold |
| DTRT | Deteriorate *or* deteriorating |
| DTW | Dual tandem wheels |
| DU | Dust |
| DUC | Dense upper cloud |
| DUPE# | This is a duplicate message *(to be used in AFS as a procedure signal)* |
| DUR | Duration |
| D-VOLMET | Data link VOLMET |
| DVOR | Doppler VOR |
| DW | Dual wheels |
| DZ | Drizzle |

## E

| | |
|---|---|
| E | East *or* eastern longitude |
| EAT | Expected approach time |
| EB | Eastbound |
| EDA | Elevation differential area |
| EEE# | Error *(to be used in AFS as a procedure signal)* |
| EET | Estimated elapsed time |
| EFC | Expect further clearance |
| EFIS† | *(to be pronounced "EE-FIS")* Electronic flight instrument system |
| EGNOS† | *(to be pronounced "EGG-NOS")* European geostationary navigation overlay service |
| EHF | Extremely high frequency [30 000 to 300 000 MHz] |
| ELBA† | Emergency location beacon — aircraft |
| ELEV | Elevation |
| ELR | Extra long range |
| ELT | Emergency locator transmitter |
| EM | Emission |
| EMBD | Embedded in a layer *(to indicate cumulonimbus embedded in layers of other clouds)* |
| EMERG | Emergency |
| END | Stop-end *(related to RVR)* |
| ENE | East-north-east |
| ENG | Engine |
| ENR | En route |
| ENRC . . . | Enroute chart *(followed by name/title)* |
| EOBT | Estimated off-block time |
| EQPT | Equipment |
| ER* | Here . . . *or* herewith |
| ESE | East-south-east |
| EST | Estimate *or* estimated *or* estimation *(message type designator)* |
| ETA*‡ | Estimated time of arrival *or* estimating arrival |
| ETD‡ | Estimated time of departure *or* estimating departure |
| ETO | Estimated time over significant point |
| EUR RODEX | European regional OPMET data exchange |
| EV | Every |
| EVS | Enhanced vision system |
| EXC | Except |
| EXER | Exercises *or* exercising *or* to exercise |
| EXP | Expect *or* expected *or* expecting |
| EXTD | Extend *or* extending |

## F

| | |
|---|---|
| F | Fixed |
| FA | Course from a fix to an altitude |
| FAC | Facilities |
| FAF | Final approach fix |
| FAL | Facilitation of international air transport |
| FAP | Final approach point |
| FAS | Final approach segment |
| FATO | Final approach and take-off area |
| FAX | Facsimile transmission |
| FBL | Light *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)* |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| FC | Funnel cloud *(tornado or water spout)* |
| FCST | Forecast |
| FCT | Friction coefficient |
| FDPS | Flight data processing system |
| FEB | February |
| FEW | Few |
| FG | Fog |
| FIC | Flight information centre |
| FIR‡ | Flight information region |
| FIS | Flight information service |
| FISA | Automated flight information service |
| FL | Flight level |
| FLD | Field |
| FLG | Flashing |
| FLR | Flares |
| FLT | Flight |
| FLTCK | Flight check |
| FLUC | Fluctuating *or* fluctuation *or* fluctuated |
| FLW | Follow(s) *or* following |
| FLY | Fly *or* flying |
| FM | Course from a fix to manual termination *(used in navigation database coding)* |
| FM | From |
| FM . . . | From *(followed by time weather change is forecast to begin)* |
| FMC | Flight management computer |
| FMS‡ | Flight management system |
| FMU | Flow management unit |
| FNA | Final approach |
| FPAP | Flight path alignment point |
| FPL | Filed flight plan *(message type designator)* |
| FPM | Feet per minute |
| FPR | Flight plan route |
| FR | Fuel remaining |
| FREQ | Frequency |
| FRI | Friday |
| FRNG | Firing |
| FRONT† | Front *(relating to weather)* |
| FROST† | Frost *(used in aerodrome warnings)* |
| FRQ | Frequent |
| FSL | Full stop landing |
| FSS | Flight service station |
| FST | First |
| FT | Feet *(dimensional unit)* |
| FTE | Flight technical error |
| FTP | Fictitious threshold point |
| FTT | Flight technical tolerance |
| FU | Smoke |
| FZ | Freezing |
| FZDZ | Freezing drizzle |
| FZFG | Freezing fog |
| FZRA | Freezing rain |

## G

| | |
|---|---|
| G | Green |
| G . . . | Variations from the mean wind speed (gusts) *(followed by figures in METAR/SPECI and TAF)* |
| GA | Go ahead, resume sending *(to be used in AFS as a procedure signal)* |
| G/A | Ground-to-air |
| G/A/G | Ground-to-air and air-to-ground |
| GAGAN† | GPS and geostationary earth orbit augmented navigation |
| GAIN | Airspeed or headwind gain |
| GAMET | Area forecast for low-level flights |
| GARP | GBAS azimuth reference point |
| GBAS† | *(to be pronounced "GEE-BAS")* Ground-based augmentation system |
| GCA‡ | Ground controlled approach system *or* ground controlled approach |
| GEN | General |
| GEO | Geographic *or* true |
| GES | Ground earth station |
| GLD | Glider |
| GLONASS† | *(to be pronounced "GLO-NAS")* Global orbiting navigation satellite system |
| GLS‡ | GBAS landing system |
| GMC . . . | Ground movement chart *(followed by name/title)* |
| GND | Ground |
| GNDCK | Ground check |
| GNSS‡ | Global navigation satellite system |
| GP | Glide path |
| GPA | Glide path angle |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| GPIP | Glide path intercept point |
| GPS‡ | Global positioning system |
| GPWS‡ | Ground proximity warning system |
| GR | Hail |
| GRAS† | *(to be pronounced "GRASS")* Ground-based regional augmentation system |
| GRASS | Grass landing area |
| GRIB | Processed meteorological data in the form of grid point values expressed in binary form *(meteorological code)* |
| GRVL | Gravel |
| GS | Ground speed |
| GS | Small hail and/or snow pellets |
| GUND | Geoid undulation |

## H

| | |
|---|---|
| H | High pressure area *or* the centre of high pressure |
| H24 | Continuous day and night service |
| HA | Holding/racetrack to an altitude |
| HAPI | Helicopter approach path indicator |
| HBN | Hazard beacon |
| HDF | High frequency direction-finding station |
| HDG | Heading |
| HEL | Helicopter |
| HF‡ | High frequency [3 000 to 30 000 kHz] |
| HF | Holding/racetrack to a fix |
| HGT | Height *or* height above |
| HJ | Sunrise to sunset |
| HLDG | Holding |
| HM | Holding/racetrack to a manual termination |
| HN | Sunset to sunrise |
| HO | Service available to meet operational requirements |
| HOL | Holiday |
| HOSP | Hospital aircraft |
| HPA | Hectopascal |
| HR | Hours |
| HS | Service available during hours of scheduled operations |
| HUD | Head-up display |
| HURCN | Hurricane |
| HVDF | High and very high frequency direction-finding stations *(at the same location)* |
| HVY | Heavy |
| HVY | Heavy *(used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)* |
| HX | No specific working hours |
| HYR | Higher |
| HZ | Haze |
| HZ | Hertz *(cycle per second)* |

## I

| | |
|---|---|
| IAC . . . | Instrument approach chart *(followed by name/title)* |
| IAF | Initial approach fix |
| IAO | In and out of clouds |
| IAP | Instrument approach procedure |
| IAR | Intersection of air routes |
| IAS | Indicated airspeed |
| IBN | Identification beacon |
| IC | Ice crystals *(very small ice crystals in suspension, also known as diamond dust)* |
| ICE | Icing |
| ID | Identifier *or* identify |
| IDENT† | Identification |
| IF | Intermediate approach fix |
| IFF | Identification friend/foe |
| IFR‡ | Instrument flight rules |
| IGA | International general aviation |
| ILS‡ | Instrument landing system |
| IM | Inner marker |
| IMC‡ | Instrument meteorological conditions |
| IMG | Immigration |
| IMI* | Interrogation sign (question mark) *(to be used in AFS as a procedure signal)* |
| IMPR | Improve *or* improving |
| IMT | Immediate *or* immediately |
| INA | Initial approach |
| INBD | Inbound |
| INC | In cloud |
| INCERFA† | Uncertainty phase |
| INFO† | Information |
| INOP | Inoperative |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| INP | If not possible |
| INPR | In progress |
| INS | Inertial navigation system |
| INSTL | Install *or* installed *or* installation |
| INSTR | Instrument |
| INT | Intersection |
| INTL | International |
| INTRG | Interrogator |
| INTRP | Interrupt *or* interruption *or* interrupted |
| INTSF | Intensify *or* intensifying |
| INTST | Intensity |
| IR | Ice on runway |
| IRS | Inertial reference system |
| ISA | International standard atmosphere |
| ISB | Independent sideband |
| ISOL | Isolated |

## J

| | |
|---|---|
| JAN | January |
| JTST | Jet stream |
| JUL | July |
| JUN | June |

## K

| | |
|---|---|
| KG | Kilograms |
| KHZ | Kilohertz |
| KIAS | Knots indicated airspeed |
| KM | Kilometres |
| KMH | Kilometres per hour |
| KPA | Kilopascal |
| KT | Knots |
| KW | Kilowatts |

## L

| | |
|---|---|
| . . . L | Left *(preceded by runway designation number to identify a parallel runway)* |
| L | Locator *(see* LM, LO*)* |
| L | Low pressure area *or* the centre of low pressure |
| LAM | Logical acknowledgement *(message type designator)* |
| LAN | Inland |
| LAT | Latitude |
| LCA | Local *or* locally *or* location *or* located |
| LDA | Landing distance available |
| LDAH | Landing distance available, helicopter |
| LDG | Landing |
| LDI | Landing direction indicator |
| LEN | Length |
| LF | Low frequency [30 to 300 kHz] |
| LGT | Light *or* lighting |
| LGTD | Lighted |
| LIH | Light intensity high |
| LIL | Light intensity low |
| LIM | Light intensity medium |
| LINE | Line *(used in SIGMET)* |
| LM | Locator, middle |
| LMT | Local mean time |
| LNAV† | *(to be pronounced "EL-NAV")* Lateral navigation |
| LNG | Long *(used to indicate the type of approach desired or required)* |
| LO | Locator, outer |
| LOC | Localizer |
| LONG | Longitude |
| LORAN† | LORAN *(long range air navigation system)* |
| LOSS | Airspeed or headwind loss |
| LPV | Localizer performance with vertical guidance |
| LR | The last message received by me was . . . *(to be used in AFS as a procedure signal)* |
| LRG | Long range |
| LS | The last message sent by me was . . . *or* Last message was . . . *(to be used in AFS as a procedure signal)* |
| LTD | Limited |
| LTP | Landing threshold point |
| LTT | Landline teletypewriter |
| LV | Light and variable *(relating to wind)* |
| LVE | Leave *or* leaving |
| LVL | Level |
| LVP | Low visibility procedures |
| LYR | Layer *or* layered |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

## M

| | |
|---|---|
| . . . M | Metres *(preceded by figures)* |
| M . . . | Mach number *(followed by figures)* |
| M . . . | Minimum value of runway visual range *(followed by figures in METAR/SPECI)* |
| MAA | Maximum authorized altitude |
| MAG | Magnetic |
| MAHF | Missed approach holding fix |
| MAINT | Maintenance |
| MAP | Aeronautical maps and charts |
| MAPT | Missed approach point |
| MAR | At sea |
| MAR | March |
| MAS | Manual Al simplex |
| MATF | Missed approach turning fix |
| MAX | Maximum |
| MAY | May |
| MBST | Microburst |
| MCA | Minimum crossing altitude |
| MCW | Modulated continuous wave |
| MDA | Minimum descent altitude |
| MDF | Medium frequency direction-finding station |
| MDH | Minimum descent height |
| MEA | Minimum en-route altitude |
| MEHT | Minimum eye height over threshold *(for visual approach slope indicator systems)* |
| MET† | Meteorological *or* meteorology |
| METAR† | Aerodrome routine meteorological report *(in meteorological code)* |
| MET REPORT | Local routine meteorological report *(in abbreviated plain language)* |
| MF | Medium frequency [300 to 3 000 kHz] |
| MHDF | Medium and high frequency direction-finding stations *(at the same location)* |
| MHVDF | Medium, high and very high frequency direction-finding stations *(at the same location)* |
| MHZ | Megahertz |
| MID | Mid-point *(related to RVR)* |
| MIFG | Shallow fog |
| MIL | Military |
| MIN* | Minutes |
| MIS | Missing . . . *(transmission identification) (to be used in AFS as a procedure signal)* |
| MKR | Marker radio beacon |
| MLS‡ | Microwave landing system |
| MM | Middle marker |
| MNM | Minimum |
| MNPS | Minimum navigation performance specifications |
| MNT | Monitor *or* monitoring *or* monitored |
| MNTN | Maintain |
| MOA | Military operating area |
| MOC | Minimum obstacle clearance *(required)* |
| MOCA | Minimum obstacle clearance altitude |
| MOD | Moderate *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA = moderate rain)* |
| MON | Above mountains |
| MON | Monday |
| MOPS† | Minimum operational performance standards |
| MOV | Move *or* moving *or* movement |
| MPS | Metres per second |
| MRA | Minimum reception altitude |
| MRG | Medium range |
| MRP | ATS/MET reporting point |
| MS | Minus |
| MSA | Minimum sector altitude |
| MSAS† | *(to be pronounced "EM-SAS")* Multi-functional transport satellite (MTSAT) satellite-based augmentation system |
| MSAW | Minimum safe altitude warning |
| MSG | Message |
| MSL | Mean sea level |
| MSR# | Message . . . *(transmission identification)* has been misrouted *(to be used in AFS as a procedure signa*l) |
| MSSR | Monopulse secondary surveillance radar |
| MT | Mountain |
| MTU | Metric units |
| MTW | Mountain waves |
| MVDF | Medium and very high frequency direction- finding stations *(at the same location)* |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| MWO | Meteorological watch office |
| MX | Mixed type of ice formation *(white and clear)* |

## N

| | |
|---|---|
| N | No distinct tendency *(in RVR during previous 10 minutes)* |
| N | North *or* northern latitude |
| NADP | Noise abatement departure procedure |
| NASC† | National AIS system centre |
| NAT | North Atlantic |
| NAV | Navigation |
| NB | Northbound |
| NBFR | Not before |
| NC | No change |
| NCD | No cloud detected *(used in automated METAR/SPECI)* |
| NDB‡ | Non-directional radio beacon |
| NDV | No directional variations available *(used in automated METAR/SPECI)* |
| NE | North-east |
| NEB | North-eastbound |
| NEG | No *or* negative *or* permission not granted *or* that is not correct |
| NGT | Night |
| NIL*† | None *or* I have nothing to send to you |
| NM | Nautical miles |
| NML | Normal |
| NN | No name, unnamed |
| NNE | North-north-east |
| NNW | North-north-west |
| NO | No (negative) *(to be used in AFS as a procedure signal)* |
| NOF | International NOTAM office |
| NOSIG† | No significant change *(used in trend-type landing forecasts)* |
| NOTAM† | A notice distributed by means of telecommuni-cation containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations |
| NOV | November |
| NOZ‡ | Normal operating zone |
| NPA | Non-precision approach |
| NR | Number |
| NRH | No reply heard |
| NS | Nimbostratus |
| NSC | Nil significant cloud |
| NSE | Navigation system error |
| NSW | Nil significant weather |
| NTL | National |
| NTZ‡ | No transgression zone |
| NW | North-west |
| NWB | North-westbound |
| NXT | Next |

## O

| | |
|---|---|
| OAC | Oceanic area control centre |
| OAS | Obstacle assessment surface |
| OBS | Observe *or* observed *or* observation |
| OBSC | Obscure *or* obscured *or* obscuring |
| OBST | Obstacle |
| OCA | Obstacle clearance altitude |
| OCA | Oceanic control area |
| OCC | Occulting *(light)* |
| OCH | Obstacle clearance height |
| OCNL | Occasional *or* occasionally |
| OCS | Obstacle clearance surface |
| OCT | October |
| OFZ | Obstacle free zone |
| OGN | Originate *(to be used in AFS as a procedure signal)* |
| OHD | Overhead |
| OIS | Obstacle identification surface |
| OK* | We agree *or* It is correct *(to be used in AFS as a procedure signal)* |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| OLDI† | On-line data interchange |
| OM | Outer marker |
| OPA | Opaque, white type of ice formation |
| OPC | Control indicated is operational control |
| OPMET† | Operational meteorological *(information)* |
| OPN | Open *or* opening *or* opened |
| OPR | Operator *or* operate *or* operative *or* operating *or* operational |
| OPS† | Operations |
| O/R | On request |
| ORD | Order |
| OSV | Ocean station vessel |
| OTP | On top |
| OTS | Organized track system |
| OUBD | Outbound |
| OVC | Overcast |

## P

| | |
|---|---|
| P . . . | Maximum value of wind speed or runway visual range *(followed by figures in METAR/SPECI and TAF)* |
| P . . . | Prohibited area *(followed by identification)* |
| PA | Precision approach |
| PALS | Precision approach lighting system *(specify category)* |
| PANS | Procedures for air navigation services |
| PAPI† | Precision approach path indicator |
| PAR‡ | Precision approach radar |
| PARL | Parallel |
| PATC . . . | Precision approach terrain chart *(followed by name/title)* |
| PAX | Passenger(s) |
| PBN | Performance-based navigation |
| PCD | Proceed *or* proceeding |
| PCL | Pilot-controlled lighting |
| PCN | Pavement classification number |
| PDC‡ | Pre-departure clearance |
| PDG | Procedure design gradient |
| PER | Performance |
| PERM | Permanent |
| PIB | Pre-flight information bulletin |
| PJE | Parachute jumping exercise |
| PL | Ice pellets |
| PLA | Practice low approach |
| PLN | Flight plan |
| PLVL | Present level |
| PN | Prior notice required |
| PNR | Point of no return |
| PO | Dust/sand whirls *(dust devils)* |
| POB | Persons on board |
| POSS | Possible |
| PPI | Plan position indicator |
| PPR | Prior permission required |
| PPSN | Present position |
| PRFG | Aerodrome partially covered by fog |
| PRI | Primary |
| PRKG | Parking |
| PROB† | Probability |
| PROC | Procedure |
| PROV | Provisional |
| PRP | Point-in-space reference point |
| PS | Plus |
| PSG | Passing |
| PSN | Position |
| PSP | Pierced steel plank |
| PSR‡ | Primary surveillance radar |
| PSYS | Pressure system(s) |
| PTN | Procedure turn |
| PTS | Polar track structure |
| PWR | Power |

## Q

| | |
|---|---|
| QD | Do you intend to ask me for a series of bearings? *or* I intend to ask you for a series of bearings *(to be used in radiotelegraphy as a Q Code)* |
| QDM‡ | Magnetic heading *(zero wind)* |
| QDR | Magnetic bearing |
| QFE‡ | Atmospheric pressure at aerodrome elevation *(or at runway threshold)* |
| QFU | Magnetic orientation of runway |
| QGE | What is my distance to your station? *or* Your distance to my station is *(distance figures and units) (to be used in radiotelegraphy as a Q Code)* |
| QJH | Shall I run my test tape/a test sentence? *or* Run your test tape/a test sentence *(to be used in AFS as a Q Code)* |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| QNH‡ | Altimeter sub-scale setting to obtain elevation when on the ground |
| QSP | Will you relay to . . . free of charge? *or* I will relay to . . . free of charge *(to be used in AFS as a Q Code)* |
| QTA | Shall I cancel telegram number . . .? *or* Cancel telegram number . . . *(to be used in AFS as a Q Code)* |
| QTE | True bearing |
| QTF | Will you give me the position of my station according to the bearings taken by the D/F stations which you control? *or* The position of your station according to the bearings taken by the D/F stations that I control was . . . latitude . . . longitude (*or* other indication of position), class . . . at . . . hours *(to be used in radiotelegraphy as a Q Code)* |
| QUAD | Quadrant |
| QUJ | Will you indicate the TRUE track to reach you? *or* The TRUE track to reach me is . . . degrees at . . . hours *(to be used in radiotelegraphy as a Q Code)* |

## R

| | |
|---|---|
| . . . R | Right *(preceded by runway designation number to identify a parallel runway)* |
| R | Rate of turn |
| R | Red |
| R . . . | Restricted area *(followed by identification)* |
| R . . . | Runway *(followed by figures in METAR/SPECI)* |
| R* | Received *(acknowledgement of receipt) (to be used in AFS as a procedure signal)* |
| RA | Rain |
| RA | Resolution advisory |
| RAC | Rules of the air and air traffic services |
| RAG | Ragged |
| RAG | Runway arresting gear |
| RAI | Runway alignment indicator |
| RAIM† | Receiver autonomous integrity monitoring |
| RASC† | Regional AIS system centre |
| RASS | Remote altimeter setting source |
| RB | Rescue boat |
| RCA | Reach cruising altitude |
| RCC | Rescue coordination centre |
| RCF | Radiocommunication failure *(message type designator)* |
| RCH | Reach *or* reaching |
| RCL | Runway centre line |
| RCLL | Runway centre line light(s) |
| RCLR | Recleared |
| RCP‡ | Required communication performance |
| RDH | Reference datum height |
| RDL | Radial |
| RDO | Radio |
| RE | Recent *(used to qualify weather phenomena, e.g. RERA = recent rain)* |
| REC | Receive *or* receiver |
| REDL | Runway edge light(s) |
| REF | Reference to . . . *or* refer to . . . |
| REG | Registration |
| RENL | Runway end light(s) |
| REP | Report *or* reporting *or* reporting point |
| REQ | Request *or* requested |
| RERTE | Re-route |
| RESA | Runway end safety area |
| RF | Constant radius arc to a fix |
| RG | Range *(lights)* |
| RHC | Right-hand circuit |
| RIF | Reclearance in flight |
| RIME† | Rime *(used in aerodrome warnings)* |
| RITE | Right *(direction of turn)* |
| RL | Report leaving |
| RLA | Relay to |
| RLCE | Request level change en route |
| RLLS | Runway lead-in lighting system |
| RLNA | Request level not available |
| RMK | Remark |
| RNAV† | *(to be pronounced "AR-NAV")* Area navigation |
| RNG | Radio range |
| RNP‡ | Required navigation performance |
| ROBEX† | Regional OPMET bulletin exchange *(scheme)* |
| ROC | Rate of climb |
| ROD | Rate of descent |
| RON | Receiving only |
| RPDS | Reference path data selector |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| RPI‡ | Radar position indicator |
| RPL | Repetitive flight plan |
| RPLC | Replace *or* replaced |
| RPS | Radar position symbol |
| RPT* | Repeat *or* I repeat *(to be used in AFS as a procedure signal)* |
| RQ* | Request *(to be used in AFS as a procedure signal)* |
| RQMNTS | Requirements |
| RQP | Request flight plan *(message type designator)* |
| RQS | Request supplementary flight plan *(message type designator)* |
| RR | Report reaching |
| RRA | *(or RRB, RRC . . . etc., in sequence)* Delayed meteorological message *(message type designator)* |
| RSC | Rescue sub-centre |
| RSCD | Runway surface condition |
| RSP | Responder beacon |
| RSR | En-route surveillance radar |
| RSS | Root sum square |
| RTD | Delayed *(used to indicate delayed meteorological message; message type designator)* |
| RTE | Route |
| RTF | Radiotelephone |
| RTG | Radiotelegraph |
| RTHL | Runway threshold light(s) |
| RTN | Return *or* returned *or* returning |
| RTODAH | Rejected take-off distance available, helicopter |
| RTS | Return to service |
| RTT | Radioteletypewriter |
| RTZL | Runway touchdown zone light(s) |
| RUT | Standard regional route transmitting frequencies |
| RV | Rescue vessel |
| RVR‡ | Runway visual range |
| RVSM‡ | Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410 |
| RWY | Runway |

## S

| | |
|---|---|
| S | South *or* southern latitude |
| S . . . | State of the sea *(followed by figures in METAR/SPECI)* |
| SA | Sand |
| SALS | Simple approach lighting system |
| SAN | Sanitary |
| SAP | As soon as possible |
| SAR | Search and rescue |
| SARPS | Standards and Recommended Practices [ICAO] |
| SAT | Saturday |
| SATCOM† | Satellite communication |
| SB | Southbound |
| SBAS† | *(to be pronounced "ESS-BAS")* Satellite-based augmentation system |
| SC | Stratocumulus |
| SCT | Scattered |
| SD | Standard deviation |
| SDBY | Stand by |
| SDF | Step down fix |
| SE | South-east |
| SEA | Sea *(used in connection with sea-surface temperature and state of the sea)* |
| SEB | South-eastbound |
| SEC | Seconds |
| SECN | Section |
| SECT | Sector |
| SELCAL† | Selective calling system |
| SEP | September |
| SER | Service *or* servicing *or* served |
| SEV | Severe *(used e.g. to qualify icing and turbulence reports)* |
| SFC | Surface |
| SG | Snow grains |
| SGL | Signal |
| SH . . . | Shower *(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)* |
| SHF | Super high frequency [3 000 to 30 000 MHz] |
| SI | International system of units |
| SID† | Standard instrument departure |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| SIF | Selective identification feature |
| SIG | Significant |
| SIGMET† | Information concerning en-route weather phenomena which may affect the safety of aircraft operations |
| SIMUL | Simultaneous *or* simultaneously |
| SIWL | Single isolated wheel load |
| SKED | Schedule *or* scheduled |
| SLP | Speed limiting point |
| SLW | Slow |
| SMC | Surface movement control |
| SMR | Surface movement radar |
| SN | Snow |
| SNOCLO | Aerodrome closed due to snow *(used in METAR/SPECI)* |
| SNOWTAM† | Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format |
| SOC | Start of climb |
| SPECI† | Aerodrome special meteorological report *(in meteorological code)* |
| SPECIAL† | Local special meteorological report *(in abbreviated plain language)* |
| SPI | Special position indicator |
| SPL | Supplementary flight plan *(message type designator)* |
| SPOC | SAR point of contact |
| SPOT† | Spot wind |
| SQ | Squall |
| SQL | Squall line |
| SR | Sunrise |
| SRA | Surveillance radar approach |
| SRE | Surveillance radar element of precision approach radar system |
| SRG | Short range |
| SRR | Search and rescue region |
| SRY | Secondary |
| SS | Sandstorm |
| SS | Sunset |
| SSB | Single sideband |
| SSE | South-south-east |
| SSR‡ | Secondary surveillance radar |
| SST | Supersonic transport |
| SSW | South-south-west |
| ST | Stratus |
| STA | Straight-in approach |
| STAR† | Standard instrument arrival |
| STD | Standard |
| STF | Stratiform |
| STN | Station |
| STNR | Stationary |
| STOL | Short take-off and landing |
| STS | Status |
| STWL | Stopway light(s) |
| SUBJ | Subject to |
| SUN | Sunday |
| SUP | Supplement *(AIP Supplement)* |
| SUPPS | Regional supplementary procedures |
| SVC | Service message |
| SVCBL | Serviceable |
| SW | South-west |
| SWB | South-westbound |
| SWY | Stopway |

## T

| | |
|---|---|
| T | Temperature |
| . . . T | True *(preceded by a bearing to indicate reference to True North)* |
| TA | Traffic advisory |
| TA | Transition altitude |
| TAA | Terminal arrival altitude |
| TACAN† | UHF tactical air navigation aid |
| TAF† | Aerodrome forecast *(in meteorological code)* |
| TA/H | Turn at an altitude/height |
| TAIL† | Tail wind |
| TAR | Terminal area surveillance radar |
| TAS | True airspeed |
| TAX | Taxiing *or* taxi |
| TC | Tropical cyclone |
| TCAC | Tropical cyclone advisory centre |
| TCAS RA† | *(to be pronounced "TEE-CAS-AR-AY")* Traffic alert and collision avoidance system resolution advisory |
| TCH | Threshold crossing height |
| TCU | Towering cumulus |
| TDO | Tornado |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| TDZ | Touchdown zone |
| TECR | Technical reason |
| TEL | Telephone |
| TEMPO† | Temporary *or* temporarily |
| TF | Track to fix |
| TFC | Traffic |
| TGL | Touch-and-go landing |
| TGS | Taxiing guidance system |
| THR | Threshold |
| THRU | Through |
| THU | Thursday |
| TIBA† | Traffic information broadcast by aircraft |
| TIL† | Until |
| TIP | Until past . . . *(place)* |
| TKOF | Take-off |
| TL . . . | Till *(followed by time by which weather change is forecast to end)* |
| TLOF | Touchdown and lift-off area |
| TMA‡ | Terminal control area |
| TN . . . | Minimum temperature *(followed by figures in TAF)* |
| TNA | Turn altitude |
| TNH | Turn height |
| TO . . . | To . . . *(place)* |
| TOC | Top of climb |
| TODA | Take-off distance available |
| TODAH | Take-off distance available, helicopter |
| TOP† | Cloud top |
| TORA | Take-off run available |
| TOX | Toxic |
| TP | Turning point |
| TR | Track |
| TRA | Temporary reserved airspace |
| TRANS | Transmits *or* transmitter |
| TREND† | Trend forecast |
| TRL | Transition level |
| TROP | Tropopause |
| TS | Thunderstorm *(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)* |
| TS . . . | Thunderstorm *(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)* |
| TSUNAMI† | Tsunami *(used in aerodrome warnings)* |
| TT | Teletypewriter |
| TUE | Tuesday |
| TURB | Turbulence |
| T-VASIS† | (*to be pronounced "TEE-VASIS")* T visual approach slope indicator system |
| TVOR | Terminal VOR |
| TWR | Aerodrome control tower *or* aerodrome control |
| TWY | Taxiway |
| TWYL | Taxiway-link |
| TX . . . | Maximum temperature *(followed by figures in TAF)* |
| TXT* | Text *(when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT) (to be used in AFS as a procedure signal)* |
| TYP | Type of aircraft |
| TYPH | Typhoon |

## U

| | |
|---|---|
| U | Upward *(tendency in RVR during previous 10 minutes)* |
| UA | Unmanned aircraft |
| UAB . . . | Until advised by . . . |
| UAC | Upper area control centre |
| UAR | Upper air route |
| UAS | Unmanned aircraft system |
| UDF | Ultra high frequency direction-finding station |
| UFN | Until further notice |
| UHDT | Unable higher due traffic |
| UHF‡ | Ultra high frequency [300 to 3 000 MHz] |
| UIC | Upper information centre |
| UIR‡ | Upper flight information region |
| ULR | Ultra long range |
| UNA | Unable |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| UNAP | Unable to approve |
| UNL | Unlimited |
| UNREL | Unreliable |
| UP | Unidentified precipitation *(used in automated METAR/SPECI)* |
| U/S | Unserviceable |
| UTA | Upper control area |
| UTC‡ | Coordinated Universal Time |

## V

| | |
|---|---|
| . . . V . . . | Variations from the mean wind direction *(preceded and followed by figures in METAR/SPECI, e.g. 350V070)* |
| VA | Heading to an altitude |
| VA | Volcanic ash |
| VAAC | Volcanic ash advisory centre |
| VAC . . . | Visual approach chart *(followed by name/title)* |
| VAL | In valleys |
| VAN | Runway control van |
| VAR | Magnetic variation |
| VAR | Visual-aural radio range |
| VASIS | Visual approach slope indicator systems |
| VC . . . | Vicinity of the aerodrome *(followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog)* |
| VCY | Vicinity |
| VDF | Very high frequency direction-finding station |
| VER | Vertical |
| VFR‡ | Visual flight rules |
| VHF‡ | Very high frequency [30 to 300 MHz] |
| VI | Heading to an intercept |
| VIP‡ | Very important person |
| VIS | Visibility |
| VLF | Very low frequency [3 to 30 kHz] |
| VLR | Very long range |
| VM | Heading to a manual termination |
| VMC‡ | Visual meteorological conditions |
| VNAV† | *(to be pronounced "VEE-NAV")* Vertical navigation |
| VOLMET† | Meteorological information for aircraft in flight |
| VOR‡ | VHF omnidirectional radio range |
| VORTAC† | VOR and TACAN combination |
| VOT | VOR airborne equipment test facility |
| VPA | Vertical path angle |
| VPT | Visual manoeuvre with prescribed track |
| VRB | Variable |
| VSA | By visual reference to the ground |
| VSP | Vertical speed |
| VTF | Vector to final |
| VTOL | Vertical take-off and landing |
| VV . . . | Vertical visibility *(followed by figures in METAR/SPECI and TAF)* |

## W

| | |
|---|---|
| W | West *or* western longitude |
| W | White |
| W . . . | Sea-surface temperature *(followed by figures in METAR/SPECI)* |
| WAAS† | Wide area augmentation system |
| WAC. . . | World Aeronautical Chart — ICAO 1:1 000 000 *(followed by name/title)* |
| WAFC | World area forecast centre |
| WB | Westbound |
| WBAR | Wing bar lights |
| WDI | Wind direction indicator |
| WDSPR | Widespread |
| WED | Wednesday |
| WEF | With effect from *or* effective from |
| WGS-84 | World Geodetic System — 1984 |
| WI | Within |
| WID | Width *or* wide |
| WIE | With immediate effect *or* effective immediately |
| WILCO† | Will comply |
| WIND | Wind |
| WIP | Work in progress |
| WKN | Weaken *or* weakening |
| WNW | West-north-west |
| WO | Without |
| WPT | Way-point |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| WRNG | Warning |
| WS | Wind shear |
| WSPD | Wind speed |
| WSW | West-south-west |
| WT | Weight |
| WTSPT | Waterspout |
| WWW | Worldwide web |
| WX | Weather |

## X

| | |
|---|---|
| X | Cross |
| XBAR | Crossbar *(of approach lighting system)* |
| XNG | Crossing |
| XS | Atmospherics |

## Y

| | |
|---|---|
| Y | Yellow |
| YCZ | Yellow caution zone *(runway lighting)* |
| YES* | Yes (affirmative) *(to be used in AFS as a procedure signal)* |
| YR | Your |

## Z

| | |
|---|---|
| Z | Coordinated Universal Time *(in meteorological messages)* |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

# ABBREVIATIONS

## ENCODE

## A

| | |
|---|---|
| Abbreviated precision approach path indicator *(to be pronounced "AY-PAPI")* | APAPI† |
| Abbreviated T visual approach slope indicator system *(to be pronounced "AY-TEE-VASIS")* | AT-VASIS† |
| Abeam | ABM |
| About | ABT |
| Above | ABV |
| Above aerodrome level | AAL |
| Above ground level | AGL |
| Above mean sea level | AMSL |
| Above mountains | MON |
| Accelerate-stop distance available | ASDA |
| Accept *or* accepted | ACPT |
| Acceptance *(message type designator)* | ACP |
| Acknowledge | ACK |
| Active *or* activated *or* activity | ACT |
| Actual time of arrival | ATA‡ |
| Actual time of departure | ATD‡ |
| Addition *or* additional | ADDN |
| Adjacent | ADJ |
| Advance boundary information | ABI |
| Advise | ADZ |
| Advise at what time able | AWTA |
| Advisory area | ADA |
| Advisory route | ADR |
| Advisory service | ADVS |
| Aerodrome | AD |
| Aerodrome beacon | ABN |
| Aerodrome chart | ADC |
| Aerodrome closed due to snow *(used in METAR/SPECI)* | SNOCLO |
| Aerodrome control tower *or* aerodrome control | TWR |
| Aerodrome flight information service | AFIS |
| Aerodrome forecast *(in meteorological code)* | TAF† |
| Aerodrome obstacle chart *(followed by type and name/title)* | AOC . . . |
| Aerodrome office *(specify service)* | ADO |
| Aerodrome partially covered by fog | PRFG |
| Aerodrome reference point | ARP |
| Aerodrome routine meteorological report *(in meteorological code)* | METAR† |
| Aerodrome special meteorological report *(in meteorological code)* | SPECI† |
| Aerodromes, air routes and ground aids | AGA |
| Aerodrome traffic zone | ATZ |
| Aeronautical chart — 1:500 000 *(followed by name/title)* | ANC . . . |
| Aeronautical fixed service | AFS |
| Aeronautical fixed telecommunication network | AFTN‡ |
| Aeronautical information circular | AIC |
| Aeronautical information publication | AIP |
| Aeronautical information regulation and control | AIRAC |
| Aeronautical information services | AIS |
| Aeronautical maps and charts | MAP |
| Aeronautical mobile satellite service | AMSS |
| Aeronautical mobile service | AMS |
| Aeronautical navigation chart — small scale *(followed by name/title and scale)* | ANCS . . . |
| Aeronautical telecommunication network | ATN |
| After . . . *(time or place)* | AFT . . . |
| After passing | APSG |
| Again | AGN |
| Airborne collision avoidance system | ACAS† |
| Aircraft | ACFT |
| Aircraft accident, notification of | ACCID |
| Aircraft autonomous integrity monitoring | AAIM |
| Aircraft classification number | ACN |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Aircraft communication addressing and reporting system *(to be pronounced "AY-CARS")* | ACARS† |
| Aircraft earth station | AES |
| Aircraft parking/docking chart *(followed by name/title)* | APDC . . . |
| Air defence identification zone *(to be pronounced "AY-DIZ")* | ADIZ† |
| Airport | AP |
| Air-report | AIREP† |
| Air-report *(message type designator)* | ARP |
| Airspeed or headwind gain | GAIN |
| Airspeed or headwind loss | LOSS |
| Air-to-air | A/A |
| Air-to-ground | A/G |
| Air traffic control *(in general)* | ATC‡ |
| Air traffic control surveillance minimum altitude chart *(followed by name/title)* | ATCSMAC . . . |
| Air traffic flow management | ATFM |
| Air traffic management | ATM |
| Air traffic services | ATS |
| Air traffic services interfacility data communications | AIDC |
| Air traffic services reporting office | ARO |
| Airway | AWY |
| Alert phase | ALERFA† |
| Alerting *(message type designator)* | ALR |
| Alerting service | ALRS |
| Alighting area | ALA |
| All up weight | AUW |
| Alternate *or* alternating *(light alternates in colour)* | ALTN |
| Alternate *(aerodrome)* | ALTN |
| Altimeter check location | ACL |
| Altimeter sub-scale setting to obtain elevation when on the ground | QNH‡ |
| Altimetry system error | ASE |
| Altitude | ALT |
| Altocumulus | AC |
| Altostratus | AS |
| Amber | A |
| Amend *or* amended *(used to indicate amended meteorological message; message type designator)* | AMD |
| Amended meteorological message *(message type designator)* | AAA *(or AAB, AAC . . . etc., in sequence)* |
| Amendment *(AIP Amendment)* | AMDT |
| Answer | ANS |
| Approach | APCH |
| Approach control office *or* approach control *or* approach control service | APP |
| Approach lighting system | ALS |
| Approve *or* approved *or* approval | APV |
| Approximate *or* approximately | APRX |
| April | APR |
| Apron | APN |
| Area chart | ARC |
| Area control centre *or* area control | ACC‡ |
| Area forecast for low-level flights | GAMET |
| Area minimum altitude | AMA |
| Area navigation *(to be pronounced "AR-NAV")* | RNAV† |
| Arrange | ARNG |
| Arresting *(specify (part of) aircraft arresting equipment)* | ARST |
| Arrival *(message type designator)* | ARR |
| Arrive *or* arrival | ARR |
| Ascend to *or* ascending to | ASC |
| Asphalt | ASPH |
| Assigned altitude deviation | AAD |
| As soon as possible | SAP |
| At *(followed by time at which weather change is forecast to occur)* | AT . . . |
| At . . . *(time or place)* | ATP . . . |
| Atmospheric pressure at aerodrome elevation *(or at runway threshold)* | QFE‡ |
| Atmospherics | XS |
| At sea | MAR |
| ATS/MET reporting point | MRP |
| Attention | ATTN |
| At the coast | COT |
| August | AUG |
| Authorized *or* authorization | AUTH |
| Automated flight information service | FISA |
| Automatic dependent surveillance — broadcast | ADS-B‡ |
| Automatic dependent surveillanc — contract | ADS-C‡ |
| Automatic dependent surveillance unit | ADSU |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*

‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*

* *Signal is also available for use in communicating with stations of the maritime mobile service.*

\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Automatic direction-finding equipment | ADF‡ |
| Automatic error correction | ARQ |
| Automatic terminal information service | ATIS† |
| Auxiliary | AUX |
| Available *or* availability | AVBL |
| Average | AVG |
| Aviation gasoline | AVGAS† |
| Aerodrome meteorological report *(in meteorological code)* | METAR† |
| Aerodrome special meteorological report *(in meteorological code)* | SPECI† |
| Azimuth | AZM |

## B

| | |
|---|---|
| Barometric vertical navigation *(to be pronounced "BAA-RO-VEE-NAV")* | BARO-VNAV† |
| Beacon *(aeronautical ground light)* | BCN |
| Bearing | BRG |
| Becoming | BECMG |
| Before | BFR |
| Below . . . | BLW . . . |
| Below clouds | BLO |
| Between | BTN |
| Between layers | BTL |
| Binary universal form for the representation of meteorological data | BUFR |
| Blowing *(followed by DU = dust, SA = sand or SN = snow)* | BL . . . |
| Blue | B |
| Bombing | BOMB |
| Boundary | BDRY |
| Braking | BRKG |
| Braking action | BA |
| Broadcast | BCST |
| Broadcasting station, commercial | BS |
| Broken | BKN |
| Building | BLDG |
| By visual reference to the ground | VSA |

## C

| | |
|---|---|
| Calibration | CLBR |
| Call sign | CS |
| Calling | CLG |
| Cancel *or* cancelled | CNL |
| Candela | CD |
| Category | CAT |
| Caution | CTN |
| Celsius *(Centigrade)*, Degrees | C |
| Centimetre | CM |
| Centre *(preceded by runway designation number to identify a parallel runway)* | . . . C |
| Centre line | CL |
| Change frequency to . . . | CF |
| Change-over point | COP |
| Channel | CH |
| Check | CK |
| Chemical | CHEM |
| Circling guidance light(s) | CGL |
| Cirrocumulus | CC |
| Cirrostratus | CS |
| Cirrus | CI |
| Civil | CIV |
| Clear air turbulence | CAT |
| Clear(s) *or* cleared to . . . *or* clearance | CLR |
| Clear type of ice formation | CLA |
| Clearway | CWY |
| Climb-out area | CLIMB-OUT |
| Climb to *or* climbing to | CMB |
| Climb to and maintain | CTAM |
| Close *or* closed *or* closing | CLSD |
| Cloud | CLD |
| Cloud base | BASE† |
| Cloud top | TOP† |
| Cockpit voice recorder | CVR |
| Collision risk model | CRM |
| Completion *or* completed *or* complete | CMPL |
| Commercial broadcasting station | BS |
| Common ICAO data interchange network | CIDIN† |
| Communications | COM |
| Communications, navigation and surveillance | CNS |
| Concrete | CONC |
| Condition | COND |
| Confirm *or* I confirm *(to be used in AFS as a procedure signal)* | CFM* |
| Constant radius arc to a fix | RF |
| Construction *or* constructed | CONST |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Contact | CTC |
| Continue(s) *or* continued | CONT |
| Continuous | CONS |
| Continuous day and night service | H24 |
| Continuous wave | CW |
| Control | CTL |
| Control area | CTA |
| Control indicated is operational control | OPC |
| Controller-pilot data link communications | CPDLC‡ |
| Control zone | CTR |
| Coordinate *or* coordination | COOR |
| Coordinated Universal Time | UTC‡ |
| Coordinated Universal Time *(in meteorological messages)* | Z |
| Coordinates | COORD |
| Coordination *(message type designator)* | CDN |
| Correct *or* correction *or* corrected *(used to indicate corrected meteorological message; message type designator)* | COR |
| Corrected meteorological message *(message type designator)* | CCA *(or CCB, CCC . . . etc., in sequence)* |
| Course from a fix to an altitude | FA |
| Course from a fix to manual termination *(used in navigation database coding)* | FM |
| Course to a fix | CF |
| Course to an altitude | CA |
| Cover *or* covered *or* covering | COV |
| Cross | X |
| Crossbar *(of approach lighting system)* | XBAR |
| Crossing | XNG |
| Cruise | CRZ |
| Cumuliform | CUF |
| Cumulonimbus *(to be pronounced "CEE BEE")* | CB‡ |
| Cumulus | CU |
| Current flight plan *(message type designator)* | CPL |
| Customs | CUST |
| Cyclic redundancy check | CRC |

## D

| | |
|---|---|
| Daily | DLY |
| Danger *or* dangerous | DNG |
| Danger area *(followed by identification)* | D . . . |
| Data link automatic terminal information service *(to be pronounced "DEE-ATIS")* | D-ATIS† |
| Data link initiation capability | DLIC |
| Data link VOLMET | D-VOLMET |
| Date-time group | DTG |
| Datum crossing point | DCP |
| Dead reckoning | DR |
| December | DEC |
| Decision altitude | DA |
| Decision height | DH |
| Degrees | DEG |
| Degrees Celsius *(Centigrade)* | C |
| Delay *(message type designator)* | DLA |
| Delay *or* delayed | DLA |
| Delayed *(used to indicate delayed meteorological message; message type designator)* | RTD |
| Delayed meteorological message *(message type designator)* | RRA *(or RRB, RRC . . . etc., in sequence)* |
| Dense upper cloud | DUC |
| Depart *or* departure | DEP |
| Departure *(message type designator)* | DEP |
| Departure end of the runway | DER |
| Deposition | DEPO |
| Depth | DPT |
| Descend to *or* descending to | DES |
| Descend to and maintain | DTAM |
| Destination | DEST |
| Deteriorate *or* deteriorating | DTRT |
| Deviation *or* deviating | DEV |
| Dew point temperature | DP |
| Diffuse | DIF |
| Digital flight data recorder | DFDR |
| Direct *(in relation to flight plan clearances and type of approach)* | DCT |
| Direct controller-pilot communications | DCPC |
| Direction finding | DF |
| Displaced runway threshold | DTHR |
| Distance | DIST |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Distance from touchdown indicator | DFTI |
| Distance measuring equipment | DME‡ |
| Distress phase | DETRESFA† |
| Divert *or* diverting | DIV |
| Docking | DCKG |
| Domestic | DOM |
| Doppler VOR | DVOR |
| Double channel duplex | DCD |
| Double channel simplex | DCS |
| Double sideband | DSB |
| Downward *(tendency in RVR during previous 10 minutes)* | D |
| Do you intend to ask me for a series of bearings? *or* I intend to ask you for a series of bearings *(to be used in radiotelegraphy as a Q Code)* | QDL |
| Drizzle | DZ |
| Dual tandem wheels | DTW |
| Dual wheels | DW |
| Duration | DUR |
| During | DRG |
| Dust | DU |
| Dust/sand whirls *(dust devils)* | PO |
| Duststorm | DS |

## E

| | |
|---|---|
| East *or* eastern longitude | E |
| Eastbound | EB |
| East-north-east | ENE |
| East-south-east | ESE |
| Effective from *or* with effect from | WEF |
| Effective immediately *or* with immediate effect | WIE |
| Electronic flight instrument system *(to be pronounced "EE-FIS")* | EFIS† |
| Elevation | ELEV |
| Elevation differential area | EDA |
| Embedded in a layer *(to indicate cumulonimbus embedded in layers of other clouds)* | EMBD |
| Emergency | EMERG |
| Emergency location beacon — aircraft | ELBA† |
| Emergency locator transmitter | ELT |
| Emission | EM |
| Engine | ENG |
| Enhanced vision system | EVS |
| En route | ENR |
| Enroute chart *(followed by name/title)* | ENRC . . . |
| En-route surveillance radar | RSR |
| Equipment | EQPT |
| Error *(to be used in AFS as a procedure signal)* | EEE# |
| Estimate *or* estimated *or* estimation *(message type designator)* | EST |
| Estimated elapsed time | EET |
| Estimated off-block time | EOBT |
| Estimated time of arrival *or* estimating arrival | ETA*‡ |
| Estimated time of departure *or* estimating departure | ETD‡ |
| Estimated time over significant point | ETO |
| European geostationary navigation overlay service *(to be pronounced "EGG-NOS")* | EGNOS† |
| European regional OPMET data exchange | EUR RODEX |
| Every | EV |
| Except | EXC |
| Exercises *or* exercising *or* to exercise | EXER |
| Expect *or* expected *or* expecting | EXP |
| Expect further clearance | EFC |
| Expected approach time | EAT |
| Extend *or* extending | EXTD |
| Extra long range | ELR |
| Extremely high frequency [30 000 to 300 000 MHz] | EHF |

## F

| | |
|---|---|
| Facilitation of international air transport | FAL |
| Facilities | FAC |
| Facsimile transmission | FAX |
| February | FEB |
| Feet *(dimensional unit)* | FT |
| Feet per minute | FPM |
| Few | FEW |
| Fictitious threshold point | FTP |
| Field | FLD |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Filed flight plan *(message type designator)* | FPL |
| Final approach | FNA |
| Final approach and take-off area | FATO |
| Final approach fix | FAF |
| Final approach point | FAP |
| Final approach segment | FAS |
| Firing | FRNG |
| First | FST |
| Fixed | F |
| Flares | FLR |
| Flashing | FLG |
| Flight | FLT |
| Flight check | FLTCK |
| Flight data processing system | FDPS |
| Flight information centre | FIC |
| Flight information region | FIR‡ |
| Flight information service | FIS |
| Flight level | FL |
| Flight management computer | FMC |
| Flight management system | FMS‡ |
| Flight path alignment point | FPAP |
| Flight plan | PLN |
| Flight plan cancellation *(message type designator)* | CNL |
| Flight plan filed in the air | AFIL |
| Flight plan route | FPR |
| Flight service station | FSS |
| Flight technical error | FTE |
| Flight technical tolerance | FTT |
| Flow management unit | FMU |
| Fluctuating *or* fluctuation *or* fluctuated | FLUC |
| Fly *or* flying | FLY |
| Fog | FG |
| Fog patches | BCFG |
| Follow(s) *or* following | FLW |
| Forecast | FCST |
| Freezing | FZ |
| Freezing drizzle | FZDZ |
| Freezing fog | FZFG |
| Freezing rain | FZRA |
| Frequency | FREQ |
| Frequent | FRQ |
| Friction coefficient | FCT |
| Friday | FRI |
| From | FM |
| From *(followed by time weather change is forecast to begin)* | FM . . . |
| From *(used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)* | DE* |
| Front *(relating to weather)* | FRONT† |
| Frost *(used in aerodrome warnings)* | FROST† |
| Fuel remaining | FR |
| Full stop landing | FSL |
| Funnel cloud *(tornado or water spout)* | FC |

## G

| | |
|---|---|
| GBAS azimuth reference point | GARP |
| GBAS landing system | GLS‡ |
| General | GEN |
| Geographic *or* true | GEO |
| Geoid undulation | GUND |
| Glide path | GP |
| Glide path angle | GPA |
| Glide path intercept point | GPIP |
| Glider | GLD |
| Global navigation satellite system | GNSS‡ |
| Global orbiting navigation satellite system *(to be pronounced "GLO-NAS")* | GLONASS† |
| Global positioning system | GPS‡ |
| Go ahead, resume sending *(to be used in AFS as a procedure signal)* | GA |
| GPS and geostationary earth orbit augmented navigation | GAGAN† |
| Grass landing area | GRASS |
| Gravel | GRVL |
| Green | G |
| Ground | GND |
| Ground-based augmentation system *(to be pronounced "GEE-BAS")* | GBAS† |
| Ground-based regional augmentation system *(to be pronounced "GRASS")* | GRAS† |
| Ground — by visual reference to the | VSA |
| Ground check | GNDCK |
| Ground controlled approach system *or* ground controlled approach | GCA‡ |
| Ground earth station | GES |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Ground movement chart *(followed by name/title)* | GMC . . . |
| Ground proximity warning system | GPWS‡ |
| Ground speed | GS |
| Ground-to-air | G/A |
| Ground-to-air and air-to-ground | G/A/G |

## H

| | |
|---|---|
| Hail | GR |
| Hazard beacon | HBN |
| Haze | HZ |
| Heading | HDG |
| Heading to a manual termination | VM |
| Heading to an altitude | VA |
| Heading to an intercept | VI |
| Head-up display | HUD |
| Heavy | HVY |
| Heavy *(used to indicate the intensity of weather phenomena, e.g. heavy rain = HVY RA)* | HVY |
| Hectopascal | HPA |
| Height *or* height above | HGT |
| Helicopter | HEL |
| Helicopter approach path indicator | HAPI |
| Here . . . *or* herewith | ER* |
| Hertz *(cycle per second)* | HZ |
| High and very high frequency direction-finding stations *(at the same location)* | HVDF |
| High frequency [3 000 to 30 000 kHz] | HF‡ |
| High frequency direction-finding station | HDF |
| High pressure area *or* the centre of high pressure | H |
| Higher | HYR |
| Holding | HLDG |
| Holding/racetrack to a fix | HF |
| Holding/racetrack to a manual termination | HM |
| Holding/racetrack to an altitude | HA |
| Holiday | HOL |
| Hospital aircraft | HOSP |
| Hours | HR |
| Hurricane | HURCN |

## I

| | |
|---|---|
| I have nothing to send to you *or* none | NIL*† |
| Ice crystals *(very small ice crystals in suspension, also known as diamond dust)* | IC |
| Ice on runway | IR |
| Ice pellets | PL |
| Icing | ICE |
| Identification | IDENT† |
| Identification beacon | IBN |
| Identification friend/foe | IFF |
| Identifier *or* identify | ID |
| If not possible | INP |
| Immediate *or* immediately | IMT |
| Immigration | IMG |
| Improve *or* improving | IMPR |
| In and out of clouds | IAO |
| In cloud | INC |
| Inbound | INBD |
| Independent sideband | ISB |
| Indicated airspeed | IAS |
| Indicator for maximum temperature *(used in the TAF code form)* | TX |
| Inertial navigation system | INS |
| Inertial reference system | IRS |
| Information | INFO† |
| Information concerning en-route weather phenomena which may affect the safety of aircraft operations | SIGMET† |
| Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations | AIRMET† |
| Initial approach | INA |
| Initial approach fix | IAF |
| Inland | LAN |
| Inner marker | IM |
| Inoperative | INOP |
| In progress | INPR |
| Install *or* installed *or* installation | INSTL |
| Instrument | INSTR |
| Instrument approach chart *(followed by name/title)* | IAC . . . |
| Instrument approach procedure | IAP |
| Instrument flight rules | IFR‡ |
| Instrument landing system | ILS‡ |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Instrument meteorological conditions | IMC‡ |
| Intensify *or* intensifying | INTSF |
| Intensity | INTST |
| Intermediate approach fix | IF |
| International | INTL |
| International general aviation | IGA |
| International NOTAM office | NOF |
| International standard atmosphere | ISA |
| International system of units | SI |
| Interrogation sign (question mark) *(to be used in AFS as a procedure signal)* | IMI* |
| Interrogator | INTRG |
| Interrupt *or* interruption *or* interrupted | INTRP |
| Intersection | INT |
| Intersection of air routes | IAR |
| In valleys | VAL |
| Isolated | ISOL |

## J

| | |
|---|---|
| January | JAN |
| Jet stream | JTST |
| July | JUL |
| June | JUN |

## K

| | |
|---|---|
| Kilograms | KG |
| Kilohertz | KHZ |
| Kilometres | KM |
| Kilometres per hour | KMH |
| Kilopascal | KPA |
| Kilowatts | KW |
| Knots | KT |
| Knots indicated airspeed | KIAS |

## L

| | |
|---|---|
| Landing | LDG |
| Landing direction indicator | LDI |
| Landing distance available | LDA |
| Landing distance available, helicopter | LDAH |
| Landing threshold point | LTP |
| Landline teletypewriter | LTT |
| Lateral navigation *(to be pronounced "EL-NAV")* | LNAV† |
| Latitude | LAT |
| Layer *or* layered | LYR |
| Leave *or* leaving | LVE |
| Left *(preceded by runway designation number to identify a parallel runway)* | . . . L |
| Length | LEN |
| Level | LVL |
| Light *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. light rain = FBL RA)* | FBL |
| Light *or* lighting | LGT |
| Light and variable *(relating to wind)* | LV |
| Light intensity high | LIH |
| Light intensity low | LIL |
| Light intensity medium | LIM |
| Lighted | LGTD |
| Limited | LTD |
| Line *(used in SIGMET)* | LINE |
| Local *or* locally *or* location *or* located | LCA |
| Local mean time | LMT |
| Local routine meteorological report *(in abbreviated plain language)* | MET REPORT |
| Local special meteorological report *(in abbreviated plain language)* | SPECIAL† |
| Localizer | LOC |
| Localizer performance with vertical guidance | LPV |
| Locator | L |
| Locator, middle | LM |
| Locator, outer | LO |
| Logical acknowledgement *(message type designator)* | LAM |
| Long *(used to indicate the type of approach desired or required)* | LNG |
| Longitude | LONG |
| Long range | LRG |
| LORAN *(long range air navigation system)* | LORAN† |
| Low drifting *(followed by DU = dust, SA = sand or SN = snow)* | DR . . . |
| Low frequency [30 to 300 kHz] | LF |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Low pressure area *or* the centre of low pressure | L |
| Low visibility procedures | LVP |

## M

| | |
|---|---|
| Mach number *(followed by figures)* | M . . . |
| Magnetic | MAG |
| Magnetic bearing | QDR |
| Magnetic heading *(zero wind)* | QDM‡ |
| Magnetic orientation of runway | QFU |
| Magnetic variation | VAR |
| Maintain | MNTN |
| Maintenance | MAINT |
| Manual A1 simplex | MAS |
| March | MAR |
| Marker radio beacon | MKR |
| Maximum | MAX |
| Maximum authorized altitude | MAA |
| Maximum tempterature *(followed by figures in TAF)* | TX . . . |
| Maximum value of wind speed or runway visual range *(followed by figures in METAR/SPECI and TAF)* | P . . . |
| May | MAY |
| Mean sea level | MSL |
| Medium and high frequency direction-finding stations *(at the same location)* | MHDF |
| Medium and very high frequency direction-finding stations *(at the same location)* | MVDF |
| Medium frequency [300 to 3 000 kHz] | MF |
| Medium frequency direction-finding station | MDF |
| Medium, high and very high frequency direction-finding stations *(at the same location)* | MHVDF |
| Medium range | MRG |
| Megahertz | MHZ |
| Message | MSG |
| Message . . . *(transmission identification)* has been misrouted *(to be used in AFS as a procedure signal)* | MSR# |
| Meteorological *or* meteorology | MET† |
| Meteorological information for aircraft in flight | VOLMET† |
| Meteorological watch office | MWO |
| Metres *(preceded by figures)* | . . . M |
| Metres per second | MPS |
| Metric units | MTU |
| Microburst | MBST |
| Microwave landing system | MLS‡ |
| Middle marker | MM |
| Mid-point *(related to RVR)* | MID |
| Military | MIL |
| Military operating area | MOA |
| Minimum | MNM |
| Minimum crossing altitude | MCA |
| Minimum descent altitude | MDA |
| Minimum descent height | MDH |
| Minimum en-route altitude | MEA |
| Minimum eye height over threshold *(for visual approach slope indicator systems)* | MEHT |
| Minimum navigation performance specifications | MNPS |
| Minimum obstacle clearance *(required)* | MOC |
| Minimum obstacle clearance altitude | MOCA |
| Minimum operational performance standards | MOPS† |
| Minimum reception altitude | MRA |
| Minimum safe altitude warning | MSAW |
| Minimum sector altitude | MSA |
| Minimum temperature *(followed by figures in TAF)* | TN . . . |
| Minimum value of runway visual range *(followed by figures in METAR/SPECI)* | M . . . |
| Minus | MS |
| Minutes | MIN* |
| Missed approach holding fix | MAHF |
| Missed approach point | MAPT |
| Missed approach turning fix | MATF |
| Missing . . . (*transmission identification) (to be used in AFS as a procedure signal)* | MIS |
| Mist | BR |
| Mixed type of ice formation *(white and clear)* | MX |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Moderate *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. moderate rain = MODRA)* | MOD |
| Modification *(message type designator)* | CHG |
| Modulated continuous wave | MCW |
| Monday | MON |
| Monitor *or* monitoring *or* monitored | MNT |
| Monopulse secondary surveillance radar | MSSR |
| Mountain | MT |
| Mountain waves | MTW |
| Move *or* moving *or* movement | MOV |
| Multi-functional transport satellite (MTSAT) satellite-based augmentation system *(to be pronounced "EM-SAS")* | MSAS† |

## N

| | |
|---|---|
| National | NTL |
| National AIS system centre | NASC† |
| Nautical miles | NM |
| Navigation | NAV |
| Navigation system error | NSE |
| Near *or* over large towns | CIT |
| Next | NXT |
| Night | NGT |
| Nil significant cloud | NSC |
| Nil significant weather | NSW |
| Nimbostratus | NS |
| No *or* negative *or* permission not granted *or* that is not correct | NEG |
| No change | NC |
| No cloud detected *(used in automated METAR/SPECI)* | NCD |
| No directional variations available *(used in automated METAR/SPECI)* | NDV |
| No distinct tendency *(in RVR during previous 10 minutes)* | N |
| No (negative) *(to be used in AFS as a procedure signal)* | NO |
| No name, unnamed | NN |
| No reply heard | NRH |
| No significant change *(used in trend-type landing forecasts)* | NOSIG† |
| No specific working hours | HX |
| No transgression zone | NTZ‡ |
| Noise abatement departure procedure | NADP |
| Non-directional radio beacon | NDB‡ |
| Non-precision approach | NPA |
| None *or* I have nothing to send to you | NIL*† |
| Normal | NML |
| Normal operating zone | NOZ‡ |
| North *or* northern latitude | N |
| North Atlantic | NAT |
| Northbound | NB |
| North-east | NE |
| North-eastbound | NEB |
| North-north-east | NNE |
| North-north-west | NNW |
| North-west | NW |
| North-westbound | NWB |
| Not before | NBFR |
| Notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations | NOTAM† |
| Notification of an aircraft accident | ACCID |
| November | NOV |
| Number | NR |

## O

| | |
|---|---|
| Obscure *or* obscured *or* obscuring | OBSC |
| Observe *or* observed *or* observation | OBS |
| Obstacle | OBST |
| Obstacle assessment surface | OAS |
| Obstacle clearance altitude | OCA |
| Obstacle clearance height | OCH |
| Obstacle clearance surface | OCS |
| Obstacle free zone | OFZ |
| Obstacle identification surface | OIS |
| Occasional *or* occasionally | OCNL |
| Occulting *(light)* | OCC |
| Ocean station vessel | OSV |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Oceanic area control centre | OAC |
| Oceanic control area | OCA |
| October | OCT |
| On-line data interchange | OLDI† |
| On request | O/R |
| On top | OTP |
| Opaque, white type of ice formation | OPA |
| Open *or* opening *or* opened | OPN |
| Operations | OPS† |
| Operator *or* operate *or* operative *or* operating *or* operational | OPR |
| Operational control is the control indicated | OPC |
| Operational meteorological *(information)* | OPMET† |
| Order | ORD |
| Organized track system | OTS |
| Originate *(to be used in AFS as a procedure signal)* | OGN |
| Outbound | OUBD |
| Outer marker | OM |
| Overcast | OVC |
| Overhead | OHD |

## P

| | |
|---|---|
| Parachute jumping exercise | PJE |
| Parallel | PARL |
| Parking | PRKG |
| Passenger(s) | PAX |
| Passing | PSG |
| Pavement classification number | PCN |
| Performance | PER |
| Performance-based navigation | PBN |
| Permanent | PERM |
| Persons on board | POB |
| Pierced steel plank | PSP |
| Pilot-controlled lighting | PCL |
| Plan position indicator | PPI |
| Plus | PS |
| Point-in-space reference point | PRP |
| Point of no return | PNR |
| Polar track structure | PTS |
| Position | PSN |
| Possible | POSS |
| Power | PWR |
| Practice low approach | PLA |
| Precision approach | PA |
| Precision approach lighting system *(specify category)* | PALS |
| Precision approach path indicator | PAPI† |
| Precision approach radar | PAR‡ |
| Precision approach terrain chart *(followed by name/title)* | PATC . . . |
| Pre-departure clearance | PDC‡ |
| Preflight information bulletin | PIB |
| Present level | PLVL |
| Present position | PPSN |
| Pressure system(s) | PSYS |
| Primary | PRI |
| Primary surveillance radar | PSR‡ |
| Prior notice required | PN |
| Prior permission required | PPR |
| Probability | PROB† |
| Procedure | PROC |
| Procedure design gradient | PDG |
| Procedure turn | PTN |
| Procedures for air navigation services | PANS |
| Proceed *or* proceeding | PCD |
| Processed meteorological data in the form of grid point values expressed in binary form *(meteorological code)* | GRIB |
| Prohibited area *(followed by identification)* | P . . . |
| Provisional | PROV |

## Q

| | |
|---|---|
| Quadrant | QUAD |

## R

| | |
|---|---|
| Radar position indicator | RPI‡ |
| Radar position symbol | RPS |
| Radial | RDL |
| Radio | RDO |
| Radio range | RNG |
| Radiocommunication failure *(message type designator)* | RCF |
| Radiotelegraph | RTG |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Radiotelephone | RTF |
| Radioteletypewriter | RTT |
| Ragged | RAG |
| Rain | RA |
| Range *(lights)* | RG |
| Rate of climb | ROC |
| Rate of descent | ROD |
| Rate of turn | R |
| Reach *or* reaching | RCH |
| Reach cruising altitude | RCA |
| Receive *or* receiver | REC |
| Received *(acknowledgement of receipt) (to be used in AFS as a procedure signal)* | R* |
| Receiver autonomous integrity monitoring | RAIM† |
| Receiving only | RON |
| Recent *(used to qualify weather phenomena, e.g. recent rain = RERA)* | RE |
| Reclearance in flight | RIF |
| Recleared | RCLR |
| Red | R |
| Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410 | RVSM‡ |
| Reference datum height | RDH |
| Reference path data selector | RPDS |
| Reference to . . . *or* refer to . . . | REF |
| Regional AIS system centre | RASC† |
| Regional OPMET bulletin exchange *(scheme)* | ROBEX† |
| Regional supplementary procedures | SUPPS |
| Registration | REG |
| Rejected take-off distance available, helicopter | RTODAH |
| Relay to | RLA |
| Remark | RMK |
| Remote altimeter setting source | RASS |
| Repeat *or* I repeat *(to be used in AFS as a procedure signal)* | RPT* |
| Repetitive flight plan | RPL |
| Replace *or* replaced | RPLC |
| Report *or* reporting *or* reporting point | REP |
| Report leaving | RL |
| Report reaching | RR |
| Request *or* requested | REQ |
| Request *(to be used in AFS as a procedure signal)* | RQ* |
| Request flight plan *(message type designator)* | RQP |
| Request level change en route | RLCE |
| Request supplementary flight plan *(message type designator)* | RQS |
| Requested level not available | RLNA |
| Required communication performance | RCP‡ |
| Required navigation performance | RNP‡ |
| Requirements | RQMNTS |
| Re-route | RERTE |
| Rescue boat | RB |
| Rescue coordination centre | RCC |
| Rescue sub-centre | RSC |
| Rescue vessel | RV |
| Resolution advisory | RA |
| Responder beacon | RSP |
| Restricted area *(followed by identification)* | R . . . |
| Return *or* returned *or* returning | RTN |
| Return to service | RTS |
| Right *(direction of turn)* | RITE |
| Right *(preceded by runway designation number to identify a parallel runway)* | . . . R |
| Right-hand circuit | RHC |
| Rime *(used in aerodrome warnings)* | RIME† |
| Root sum square | RSS |
| Route | RTE |
| Rules of the air and air traffic services | RAC |
| Runway | RWY |
| Runway *(followed by figures in METAR/SPECI)* | R . . . |
| Runway alignment indicator | RAI |
| Runway arresting gear | RAG |
| Runway centre line | RCL |
| Runway centre line light(s) | RCLL |
| Runway(s) cleared *(used in METAR/SPECI)* | CLRD |
| Runway control van | VAN |
| Runway edge light(s) | REDL |
| Runway end light(s) | RENL |
| Runway end safety area | RESA |
| Runway lead-in lighting system | RLLS |
| Runway surface condition | RSCD |
| Runway threshold light(s) | RTHL |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*

‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*

* *Signal is also available for use in communicating with stations of the maritime mobile service.*

\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Runway touchdown zone light(s) | RTZL |
| Runway visual range | RVR‡ |

## S

| | |
|---|---|
| Sand | SA |
| Sandstorm | SS |
| Sanitary | SAN |
| SAR point of contact | SPOC |
| Satellite-based augmentation system *(to be pronounced "ESS-BAS")* | SBAS† |
| Satellite communication | SATCOM† |
| Saturday | SAT |
| Scattered | SCT |
| Schedule *or* scheduled | SKED |
| Sea *(used in connection with sea-surface temperature and state of sea)* | SEA |
| Sea-surface temperature *(followed by figures in METAR/SPECI)* | W . . . |
| Search and rescue | SAR |
| Search and rescue region | SRR |
| Secondary | SRY |
| Secondary surveillance radar | SSR‡ |
| Seconds | SEC |
| Section | SECN |
| Sector | SECT |
| Selective calling system | SELCAL† |
| Selective identification feature | SIF |
| September | SEP |
| Service *or* servicing *or* served | SER |
| Service available during hours of scheduled operation | HS |
| Service available to meet operational requirements | HO |
| Service message | SVC |
| Serviceable | SVCBL |
| Severe *(e.g. used to qualify icing and turbulence reports)* | SEV |
| Shall I cancel telegram number . . .? *or* Cancel telegram number . . . *(to be used in AFS as a Q Code)* | QTA |
| Shall I run my test tape/a test sentence? *or* Run your test tape/a test sentence *(to be used in AFS as a Q Code)* | QJH |
| Shallow fog | MIFG |
| Short *(used to indicate the type of approach desired or required)* | BRF |
| Short range | SRG |
| Short take-off and landing | STOL |
| Shower *(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)* | SH . . . |
| Signal | SGL |
| Significant | SIG |
| Simple approach lighting system | SALS |
| Simultaneous *or* simultaneously | SIMUL |
| Single isolated wheel load | SIWL |
| Single sideband | SSB |
| Slow | SLW |
| Small hail and/or snow pellets | GS |
| Smoke | FU |
| Snow | SN |
| Snow grains | SG |
| South *or* southern latitude | S |
| Southbound | SB |
| South-east | SE |
| South-eastbound | SEB |
| South-south-east | SSE |
| South-south-west | SSW |
| South-west | SW |
| South-westbound | SWB |
| Special air-report *(message type designator)* | ARS |
| Special position indicator | SPI |
| Special series of NOTAM notifying, by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations | ASHTAM |
| Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format | SNOWTAM† |
| Speed limiting point | SLP |
| Spot wind | SPOT† |
| Squall | SQ |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Squall line | SQL |
| Stand by | SDBY |
| Standard | STD |
| Standard deviation | SD |
| Standard instrument arrival | STAR† |
| Standard instrument departure | SID† |
| Standard regional route transmitting frequencies | RUT |
| Standards and Recommended Practices [ICAO] | SARPS |
| Start of climb | SOC |
| State of the sea *(followed by figures in METAR/SPECI)* | S . . . |
| Station | STN |
| Stationary | STNR |
| Status | STS |
| Step down fix | SDF |
| Stop-end *(related to RVR)* | END |
| Stopway | SWY |
| Stopway light(s) | STWL |
| Straight-in approach | STA |
| Stratiform | STF |
| Stratocumulus | SC |
| Stratus | ST |
| Subject to | SUBJ |
| Sunday | SUN |
| Sunrise | SR |
| Sunrise to sunset | HJ |
| Sunset | SS |
| Sunset to sunrise | HN |
| Super high frequency [3 000 to 30 000 MHz] | SHF |
| Supersonic transport | SST |
| Supplement *(AIP Supplement)* | SUP |
| Supplementary flight plan *(message type designator)* | SPL |
| Surface | SFC |
| Surface movement control | SMC |
| Surface movement radar | SMR |
| Surveillance radar approach | SRA |
| Surveillance radar element of precision approach radar system | SRE |

## T

| | |
|---|---|
| Tail wind | TAIL† |
| Take-off | TKOF |
| Take-off distance available | TODA |
| Take-off distance available, helicopter | TODAH |
| Take-off run available | TORA |
| Taxiing *or* taxi | TAX |
| Taxiing guidance system | TGS |
| Taxiway | TWY |
| Taxiway-link | TWYL |
| Technical reason | TECR |
| Telephone | TEL |
| Teletypewriter | TT |
| Temperature | T |
| Temporary *or* temporarily | TEMPO† |
| Temporary reserved airspace | TRA |
| Terminal area surveillance radar | TAR |
| Terminal arrival altitude | TAA |
| Terminal control area | TMA‡ |
| Terminal VOR | TVOR |
| Text *(when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT) (to be used in AFS as a procedure signal)* | TXT* |
| The address *(when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)* | ADS* |
| The last message received by me was . . . *(to be used in AFS as a procedure signal)* | LR |
| The last message sent by me was . . . *or* Last message was . . . *(to be used in AFS as a procedure signal)* | LS |
| This is a channel-continuity-check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel *(to be used in AFS as a procedure signal)* | CH# |
| This is a duplicate message *(to be used in AFS as a procedure signal)* | DUPE# |
| Threshold | THR |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Threshold crossing height | TCH |
| Through | THRU |
| Thunderstorm *(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)* | TS |
| Thunderstorm *(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)* | TS . . . |
| Thursday | THU |
| Till *(followed by time by which weather change is forecast to end)* | TL . . . |
| To . . . *(place)* | TO . . . |
| Top of climb | TOC |
| Tornado | TDO |
| Touch-and-go landing | TGL |
| Touchdown and lift-off area | TLOF |
| Touchdown zone | TDZ |
| Towering cumulus | TCU |
| Toxic | TOX |
| Track | TR |
| Track to fix | TF |
| Traffic | TFC |
| Traffic advisory | TA |
| Traffic alert and collision avoidance system resolution advistory *(to be pronounced "TEE-CAS-AR-AY")* | TCAS RA† |
| Traffic information broadcast by aircraft | TIBA† |
| Transition altitude | TA |
| Transition level | TRL |
| Transmits *or* transmitter | TRANS |
| Trend forecast | TREND† |
| Tropical cyclone | TC |
| Tropical cyclone advisory centre | TCAC |
| Tropopause | TROP |
| True *(preceded by a bearing to indicate reference to True North)* | . . . T |
| True airspeed | TAS |
| True bearing | QTE |
| Tsunami *(used in aerodrome warnings)* | TSUNAMI† |
| Tuesday | TUE |
| Turbulence | TURB |
| Turn altitude | TNA |
| Turn at an altitude/height | TA/H |
| Turn height | TNH |
| Turning point | TP |
| T visual approach slope indicator system *(to be pronounced "TEE-VASIS")* | T-VASIS† |
| Type of aircraft | TYP |
| Typhoon | TYPH |

## U

| | |
|---|---|
| UHF tactical air navigation aid | TACAN† |
| Ultra high frequency [300 to 3 000 MHz] | UHF‡ |
| Ultra high frequency direction-finding station | UDF |
| Ultra long range | ULR |
| Unable | UNA |
| Unable higher due traffic | UHDT |
| Unable to approve | UNAP |
| Uncertainty phase | INCERFA† |
| Unidentified precipitation *(used in automated METAR/SPECI)* | UP |
| Unlimited | UNL |
| Unmanned aircraft | UA |
| Unmanned aircraft system | UAS |
| Unreliable | UNREL |
| Unserviceable | U/S |
| Until | TIL† |
| Until advised by . . . | UAB . . . |
| Until further notice | UFN |
| Until past . . . *(place)* | TIP |
| Upper air route | UAR |
| Upper area control centre | UAC |
| Upper control area | UTA |
| Upper flight information region | UIR‡ |
| Upper information centre | UIC |
| Upward *(tendency in RVR during previous 10 minutes)* | U |

## V

| | |
|---|---|
| Variable | VRB |
| Variations from the mean wind direction *(preceded and followed by figures in METAR/SPECI, e.g. 350V070)* | . . . V . . . |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Variations from the mean wind speed (gusts) *(followed by figures in METAR/SPECI and TAF)* | G . . . |
| Vector to final | VTF |
| Vertical | VER |
| Vertical navigation *(to be pronounced "VEE-NAV")* | VNAV† |
| Vertical path angle | VPA |
| Vertical speed | VSP |
| Vertical take-off and landing | VTOL |
| Vertical visibility *(followed by figures in METAR/SPECI and TAF)* | VV . . . |
| Very high frequency [30 to 300 MHz] | VHF‡ |
| Very high frequency direction-finding station | VDF |
| Very important person | VIP‡ |
| Very long range | VLR |
| Very low frequency [3 to 30 kHz] | VLF |
| VHF omnidirectional radio range | VOR‡ |
| Vicinity | VCY |
| Vicinity of the aerodrome *(followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity)* | VC . . . |
| Visibility | VIS |
| Visibility, cloud and present weather better than prescribed values *or* conditions *(to be pronounced "KAV-OH-KAY")* | CAVOK† |
| Visual approach chart *(followed by name/title)* | VAC . . . |
| Visual approach slope indicator systems | VASIS |
| Visual-aural radio range | VAR |
| Visual flight rules | VFR‡ |
| Visual manoeuvre with prescribed track | VPT |
| Visual meteorological conditions | VMC‡ |
| Visual reference to the ground, by | VSA |
| Volcanic ash | VA |
| Volcanic ash advisory centre | VAAC |
| VOR airborne equipment test facility | VOT |
| VOR and TACAN combination | VORTAC† |

## W

| | |
|---|---|
| Warning | WRNG |
| Waterspout | WTSPT |
| Way-point | WPT |
| We agree *or* It is correct *(to be used in AFS as a procedure signal)* | OK* |
| Weaken *or* weakening | WKN |
| Weather | WX |
| Wednesday | WED |
| Weight | WT |
| West *or* western longitude | W |
| Westbound | WB |
| West-north-west | WNW |
| West-south-west | WSW |
| What is my distance to your station? *or* Your distance to my station is *(distance figures and units) (to be used in radiotelegraphy as a Q Code)* | QGE |
| White | W |
| White type of ice formation, opaque | OPA |
| Wide area augmentation system | WAAS† |
| Widespread | WDSPR |
| Width *or* wide | WID |
| Will comply | WILCO† |
| Will you give me the position of my station according to the bearings taken by the D/F stations which you control? *or* The position of your station according to the bearings taken by the D/F stations that I control was . . . latitude . . . longitude *(or other indication of position)*, class . . . at . . . hours *(to be used in radiotelegraphy as a Q Code)* | QTF |
| Will you indicate the TRUE track to reach you? *or* The TRUE track to reach me is . . . degrees at . . . hours *(to be used in radiotelegraphy as a Q Code)* | QUJ |
| Will you relay to . . . free of charge? *or* I will relay to . . . free of charge *(to be used in AFS as a Q Code)* | QSP |
| Wind | WIND |
| Wind direction indicator | WDI |
| Wind shear | WS |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

| | |
|---|---|
| Wind speed | WSPD |
| Wing bar lights | WBAR |
| With effect from *or* effective from | WEF |
| With immediate effect *or* effective immediately | WIE |
| Within | WI |
| Without | WO |
| Work in progress | WIP |
| World Aeronautical Chart — ICAO 1:1 000 000 *(followed by name/title)* | WAC . . . |
| World area forecast centre | WAFC |
| World Geodetic System — 1984 | WGS-84 |
| Worldwide web | WWW |

## Y

| | |
|---|---|
| Yellow | Y |
| Yellow caution zone *(runway lighting)* | YCZ |
| Yes *or* affirm *or* affirmative *or* that is correct | AFM |
| Yes (affirmative) *(to be used in AFS as a procedure signal)* | YES* |
| Your | YR |

† *When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.*
‡ *When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.*
* *Signal is also available for use in communicating with stations of the maritime mobile service.*
\# *Signal for use in the teletypewriter service only.*

# ABBREVIATIONS FOR IDENTIFYING AERONAUTICAL FIXED SERVICE (AFS) MESSAGES

**Abbreviations for use as the first word of the text of a message**

**ENCODE**

| | |
|---|---|
| Aircraft Accident Notification Messages | |
| Notification of an aircraft accident | ACCID |
| Air Traffic Services Messages | |
| Acceptance | ACP |
| Alerting | ALR |
| Arrival | ARR |
| Coordination | CDN |
| Current flight plan | CPL |
| Delay | DLA |
| Departure | DEP |
| Estimate | EST |
| Filed flight plan | FPL |
| Flight plan cancellation | CNL |
| Logical acknowledgement | LAM |
| Modification | CHG |
| Radio communication failure | RCF |
| Request flight plan | RQP |
| Request supplementary flight plan | RQS |
| Supplementary flight plan | SPL |

| | |
|---|---|
| Meteorological Messages | |
| Data designators for meteorological bulletins are given in the *Manual of Aeronautical Meteorological Practice* (Doc 8896) | |
| Other messages | |
| Notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations | NOTAM |
| Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format | SNOWTAM |
| Service message *(to be used by AFS stations only)* | SVC |

# ABBREVIATIONS AND TERMS TO BE TRANSMITTED AS SPOKEN WORDS WHEN USED IN RADIOTELEPHONY

**DECODE**

| | |
|---|---|
| ACARS | *(to be pronounced "AY-CARS")* Aircraft communication addressing and reporting system |
| ACAS | Airborne collision avoidance system |
| ADIZ | *(to be pronounced "AY-DIZ")* Air defence identification zone |
| AIREP | Air-report |
| AIRMET | Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations |
| ALERFA | Alert phase |
| APAPI | *(to be pronounced "AY-PAPI")* Abbreviated precision approach path indicator |
| ATIS | Automatic terminal information service |
| AT-VASIS | *(to be pronounced "AY-TEE-VASIS")* Abbreviated T visual approach slope indicator system |
| AVGAS | Aviation gasoline |
| BARO-VNAV | *(to be pronounced "BAA-RO-VEE-NAV")* Barometric vertical navigation |
| BASE | Cloud base |
| CAVOK | *(to be pronounced "KAV-OH-KAY")* Visibility, cloud and present weather better than prescribed values or conditions |
| CIDIN | Common ICAO data interchange network |
| D-ATIS | *(to be pronounced "DEE-ATIS")* Data link automatic terminal information service |
| DETRESFA | Distress phase |
| EFIS | *(to be pronounced "EE-FIS")* Electronic flight instrument system |
| EGNOS | *(to be pronounced "EGG-NOS")* European geostationary navigation overlay service |
| ELBA | Emergency location beacon — aircraft |
| FRONT | Front *(relating to weather)* |
| FROST | Frost *(used in aerodrome warnings)* |
| GAGAN | GPS and geostationary earth orbit augmented navigation |
| GBAS | *(to be pronounced "GEE-BAS")* Ground-based augmentation system |
| GLONASS | *(to be pronounced "GLO-NAS")* Global orbiting navigation satellite system |
| GRAS | *(to be pronounced "GRASS")* Ground-based regional augmentation system |
| IDENT | Identification |
| INCERFA | Uncertainty phase |
| INFO | Information |
| LNAV | *(to be pronounced "EL-NAV")* Lateral navigation |
| LORAN | LORAN *(long range air navigation system)* |
| MET | Meteorological *or* meteorology |
| METAR | Aviation routine weather report *(in aeronautical meteorological code)* |
| MOPS | Minimum operational performance standards |
| MSAS | *(to be pronounced "EM-SAS")* Multi-functional transport satellite (MTSAT) satellite-based augmentation system |
| NASC | National AIS system centre |
| NIL | None *or* I have nothing to send you |
| NOSIG | No significant change *(used in trend-type landing forecast)* |
| NOTAM | A notice distributed by means of telecommunication containing information concerning the establishment, conditions or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations |
| OLDI | On-line data interchange |
| OPMET | Operational meteorological *(information)* |

| | |
|---|---|
| OPS | Operations |
| PAPI | Precision approach path indicator |
| PROB | Probability |
| RAIM | Receiver autonomous integrity monitoring |
| RASC | Regional AIS system centre |
| RIME | Rime *(used in aerodrome warnings)* |
| RNAV | *(to be pronounced "AR-NAV")* Area navigation |
| ROBEX | Regional OPMET bulletin exchange *(scheme)* |
| SATCOM | Satellite communication |
| SBAS | *(to be prounounced "ESS-BAS")* Satellite-based augmentation system |
| SELCAL | Selective calling system |
| SID | Standard instrument departure |
| SIGMET | Information concerning en-route weather phenomena which may affect the safety of aircraft operations |
| SNOWTAM | A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format |
| SPECI | Aviation selected special weather report *(in aeronautical meteorological code)* |
| SPECIAL | Special meteorological report *(in abbreviated plain language)* |
| SPOT | Spot wind |
| STAR | Standard instrument arrival |
| TACAN | UHF tactical air navigation system |
| TAF | Aerodrome forecast |
| TAIL | Tail wind |
| TCAS RA | *(to be pronounced "TEE-CAS-AR-AY")* Traffic alert and collision avoidance system resolution advisory |
| TEMPO | Temporary *or* temporarily |
| TIBA | Traffic information broadcast by aircraft |
| TIL | Until |
| TOP | Cloud top |
| TREND | Trend forecast |
| TSUNAMI | Tsunami *(used in aerodrome warnings)* |
| T-VASIS | *(to be pronounced "TEE–VASIS")* T visual approach slope indicator system |
| VNAV | *(to be pronounced "VEE-NAV")* Vertical navigation |
| VOLMET | Meteorological information for aircraft in flight |
| VORTAC | VOR and TACAN combination |
| WAAS | Wide area augmentation system |
| WILCO | Will comply |

# ABBREVIATIONS AND TERMS TO BE TRANSMITTED AS SPOKEN WORDS WHEN USED IN RADIOTELEPHONY

**ENCODE**

| | |
|---|---|
| Abbreviated precision approach path indicator *(to be pronounced "AY-PAPI")* | APAPI |
| Abbreviated T visual approach slope indicator system *(to be pronounced "AY-TEE-VASIS")* | AT-VASIS |
| Aerodrome forecast | TAF |
| Airborne collision avoidance system | ACAS |
| Aircraft communication addressing and reporting system *(to be pronounced "AY-CARS")* | ACARS |
| Air defence identification zone *(to be pronounced ''AY-DIZ")* | ADIZ |
| Air-report | AIREP |
| Alert phase | ALERFA |
| Area navigation *(to be pronounced "AR-NAV")* | RNAV |
| Automatic terminal information service | ATIS |
| Aviation gasoline | AVGAS |
| Aviation routine weather report *(in aeronautical meteorological code)* | METAR |
| Aviation selected special weather report *(in aeronautical meteorological code)* | SPECI |
| Barometric vertical navigation *(to be pronounced "BAA-RO-VEE-NAV")* | BARO-VNAV |
| Cloud base | BASE |
| Cloud top | TOP |
| Common ICAO data interchange network | CIDIN |
| Data link automatic terminal information service *(to be pronounced "DEE-ATIS")* | D-ATIS |
| Distress phase | DETRESFA |
| Electronic flight instrument system *(to be pronounced "EE-FIS")* | EFIS |
| Emergency location beacon — aircraft | ELBA |
| European geostationary navigation overlay service *(to be pronounced "EGG-NOS")* | EGNOS |
| Front *(relating to weather)* | FRONT |
| Frost *(used in aerodrome warnings)* | FROST |
| Global orbiting navigation satellite system *(to be pronounced "GLO-NAS")* | GLONASS |
| GPS and geostationary earth orbit augmented navigation | GAGAN |
| Ground-based augmentation system *(to be pronounced "GEE-BAS")* | GBAS |
| Ground-based regional augmentation system *(to be pronounced "GRASS")* | GRAS |
| Identification | IDENT |
| Information | INFO |
| Information concerning en-route weather phenomena which may affect the safety of aircraft operations | SIGMET |
| Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations | AIRMET |
| Lateral navigation *(to be pronounced "EL-NAV")* | LNAV |
| LORAN *(long range air navigation system)* | LORAN |
| Meteorological *or* meteorology | MET |
| Meteorological information for aircraft in flight | VOLMET |
| Minimum operational performance standards | MOPS |
| Multi-functional transport satellite (MTSAT) satellite-based augmentation system *(to be pronounced "EM-SAS")* | MSAS |
| National AIS system centre | NASC |
| None *or* I have nothing to send you | NIL |
| No significant change *(used in trend-type landing forecast)* | NOSIG |

| | |
|---|---|
| Notice distributed by means of telecommunication containing information concerning the establishment, conditions or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations | NOTAM |
| On-line data interchange | OLDI |
| Operational meteorological *(information)* | OPMET |
| Operations | OPS |
| Precision approach path indicator | PAPI |
| Probability | PROB |
| Receiver autonomous integrity monitoring | RAIM |
| Regional AIS system centre | RASC |
| Regional OPMET bulletin exchange *(scheme)* | ROBEX |
| Rime *(used in aerodrome warnings)* | RIME |
| Satellite-based augmentation system *(to be pronounced "ESS-BAS")* | SBAS |
| Satellite communication | SATCOM |
| Selective calling system | SELCAL |
| Special meteorological report *(in abbreviated plain language)* | SPECIAL |
| Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format | SNOWTAM |
| Spot wind | SPOT |
| Standard instrument arrival | STAR |
| Standard instrument departure | SID |
| Tail wind | TAIL |
| Temporary *or* temporarily | TEMPO |
| Traffic alert and collision avoidance system resolution advisory *(to be pronounced "TEE-CAS-AR-AY")* | TCAS RA |
| Traffic information broadcast by aircraft | TIBA |
| Trend forecast | TREND |
| Tsunami *(used in aerodrome warnings)* | TSUNAMI |
| T visual approach slope indicator system *(to be pronounced "TEE–VASIS")* | T-VASIS |
| UHF tactical air navigation system | TACAN |
| Uncertainty phase | INCERFA |
| Until | TIL |
| Vertical navigation *(to be pronounced "VEE-NAV")* | VNAV |
| Visibility, cloud and present weather better than prescribed values or conditions *(to be pronounced ''KAV-OH-KAY'')* | CAVOK |
| VOR and TACAN combination | VORTAC |
| Wide area augmentation system | WAAS |
| Will comply | WILCO |

# ABBREVIATIONS AND TERMS TO BE TRANSMITTED USING THE INDIVIDUAL LETTERS IN NON-PHONETIC FORM WHEN USED IN RADIOTELEPHONY

**DECODE**

| | |
|---|---|
| ACC | Area control centre *or* area control |
| ADF | Automatic direction-finding equipment |
| ADS-B | Automatic dependent surveillance — broadcast |
| ADS-C | Automatic dependent surveillance — contract |
| AFTN | Aeronautical fixed telecommunication network |
| ATA | Actual time of arrival |
| ATC | Air traffic control *(in general)* |
| ATD | Actual time of departure |
| CB | *(to be pronounced "CEE BEE")* Cumulonimbus |
| CPDLC | Controller-pilot data link communications |
| DME | Distance measuring equipment |
| ETA | Estimated time of arrival *or* estimating arrival |
| ETD | Estimated time of departure *or* estimating departure |
| FIR | Flight information region |
| FMS | Flight management system |
| GCA | Ground controlled approach system *or* ground controlled approach |
| GLS | GBAS landing system |
| GNSS | Global navigation satellite system |
| GPS | Global positioning system |
| GPWS | Ground proximity warning system |
| HF | High frequency [3 000 to 30 000 KHz] |
| IFR | Instrument flight rules |
| ILS | Instrument landing system |
| IMC | Instrument meteorological conditions |
| MLS | Microwave landing system |
| NDB | Non-directional radio beacon |
| NOZ | Normal operating zone |
| NTZ | No transgression zone |
| PAR | Precision approach radar |
| PDC | Pre-departure clearance |
| PSR | Primary surveillance radar |
| QDM | Magnetic heading *(zero wind)* |
| QFE | Atmospheric pressure at aerodrome elevation *(or at runway threshold)* |
| QNH | Altimeter sub-scale setting to obtain elevation when on the ground |
| RCP | Required communication performance |
| RNP | Required navigation performance |
| RPI | Radar position indicator |
| RVR | Runway visual range |
| RVSM | Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410 |
| SSR | Secondary surveillance radar |
| TMA | Terminal control area |
| UHF | Ultra high frequency [300 to 3 000 MHz] |
| UIR | Upper flight information region |
| UTC | Coordinated universal time |
| VFR | Visual flight rules |
| VHF | Very high frequency [30 to 300 MHz] |
| VIP | Very important person |
| VMC | Visual meteorological conditions |
| VOR | VHF omnidirectional radio range |

# ABBREVIATIONS AND TERMS TO BE TRANSMITTED USING THE INDIVIDUAL LETTERS IN NON-PHONETIC FORM WHEN USED IN RADIOTELEPHONY

**ENCODE**

| | |
|---|---|
| Actual time of arrival | ATA |
| Actual time of departure | ATD |
| Aeronautical fixed telecommunication network | AFTN |
| Air traffic control *(in general)* | ATC |
| Altimeter sub-scale setting to obtain elevation when on the ground | QNH |
| Area control centre *or* area control | ACC |
| Atmospheric pressure at aerodrome elevation *(or at runway threshold)* | QFE |
| Automatic dependent surveillance — broadcast | ADS-B |
| Automatic dependent surveillance — contract | ADS-C |
| Automatic direction-finding equipment | ADF |
| Controller-pilot data link communications | CPDLC |
| Coordinated universal time | UTC |
| Cumulonimbus *(to be pronounced "CEE BEE")* | CB |
| Distance measuring equipment | DME |
| Estimated time of arrival *or* estimating arrival | ETA |
| Estimated time of departure *or* estimating departure | ETD |
| Flight information region | FIR |
| Flight management system | FMS |
| GBAS landing system | GLS |
| Global navigation satellite system | GNSS |
| Global positioning system | GPS |
| Ground controlled approach system *or* ground controlled approach | GCA |
| Ground proximity warning system | GPWS |
| High frequency [3 000 to 30 000 KHz] | HF |
| Instrument flight rules | IFR |
| Instrument landing system | ILS |
| Instrument meteorological conditions | IMC |
| Magnetic heading *(zero wind)* | QDM |
| Microwave landing system | MLS |
| No transgression zone | NTZ |
| Non-directional radio beacon | NDB |
| Normal operating zone | NOZ |
| Precision approach radar | PAR |
| Pre-departure clearance | PDC |
| Primary surveillance radar | PSR |
| Radar position indicator | RPI |
| Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410 | RVSM |
| Required communication performance | RCP |
| Required navigation performance | RNP |
| Runway visual range | RVR |
| Secondary surveillance radar | SSR |
| Terminal control area | TMA |
| Ultra high frequency [300 to 3 000 MHz] | UHF |
| Upper flight information region | UIR |
| Very high frequency [30 to 300 MHz] | VHF |
| Very important person | VIP |
| VHF omnidirectional radio range | VOR |
| Visual flight rules | VFR |
| Visual meteorological conditions | VMC |

# DESIGNATION OF TYPICAL RADIOCOMMUNICATION EMISSIONS

| *Type of modulation of main carrier* | *Type of transmission* | *Supplementary characteristics* | *Abbre-viation* |
|---|---|---|---|
| None | Continuous wave | — | NON |
| Amplitude modulation | Telegraphy without the use of a modulating audio frequency (by on-off keying) | — | A1A |
| | Telegraphy by the on-off keying of an amplitude-modulating audio frequency or audio frequencies, or by the on-off keying of the modulated emission (special case; an unkeyed emission amplitude modulated) | — | A2A |
| | Telephony | Double sideband | A3A |
| | | Single sideband, reduced carrier | R3E |
| | | Single sideband, full carrier | H3E |
| | | Single sideband, suppressed carrier | J3E |
| | | Two independent sidebands containing quantized or digital information | B7E |
| | | Two independent sidebands containing analogue information | B8E |
| | Facsimile (by sub-carrier frequency modulation) | — | A4 |
| | | Single sideband, reduced carrier | R3C |
| | | Single sideband, suppressed carrier | J3C |
| | Television | Vestigial sideband | C3F |
| | Multichannel voice-frequency telegraphy | Single sideband, reduced carrier | R7B |
| | Cases not covered by the above, e.g. a combination of telephony and telegraphy | Two independent sidebands | B9W |
| Frequency *(or phase)* modulation | Telegraphy by frequency shift keying without the use of a modulating audio frequency: one of two frequencies being emitted at any instant | — | F1A |
| | Telegraphy by the on-off keying of a frequency modulating audio frequency or by the on-off keying of a frequency modulated emission (special case: an unkeyed emission, frequency modulated) | — | F2A |
| | Telephony | — | F3E |
| | Facsimile by direct frequency modulation of the carrier | — | F1C |
| | Television | — | F3F |

| *Type of modulation of main carrier* | *Type of transmission* | *Supplementary characteristics* | *Abbre-viation* |
|---|---|---|---|
| | Four-frequency diplex telegraphy | — | F7B |
| Pulse modulation | A pulsed carrier without any modulation intended to carry information (e.g. radar) | — | P0N |
| | Telegraphy by the on-off keying of a pulsed carrier without the use of a modulating audio frequency | — | P1D |
| *Note.— Emissions where the main character is directly modulated by a signal which has been coded into quantized form (e.g. pulse code modulation) should be designated by the appropriate emission under Amplitude or Frequency modulation, above.* | | | |
| | Cases not covered by the above in which the main carrier is pulse modulated | | WXX |

*Note.— For additional assistance,* see ITU Radio Regulations, *Appendix 1 and Recommendation ITU-R SM.1138.*

# SIGNAL REPORTING CODES

**Codes for use in the international aeronautical telecommunication service for the preparation of messages relating to monitoring, propagation disturbance and radio interference reports**

## Introduction

1. A signal report shall consist of the code word SINPO or SINPFEMO followed by a five- or eight-figure group respectively rating the five or eight characteristics of the signal code.

2. The letter X shall be used instead of a numeral for characteristics not rated.

3. Although the code word SINPFEMO is intended for telephony, either code word may be used for telegraphy or telephony as may be desired.

## SINPO Signal Reporting Code

| | S | I | N | P | O |
|---|---|---|---|---|---|
| | | *Degrading effect of* | | | |
| *Rating scale* | *Signal strength* | *Interference (QRM)* | *Noise (QRN)* | *Propagation disturbance* | *Overall readability (QRK)* |
| 5 | Excellent | Nil | Nil | Nil | Excellent |
| 4 | Good | Slight | Slight | Slight | Good |
| 3 | Fair | Moderate | Moderate | Moderate | Fair |
| 2 | Poor | Severe | Severe | Severe | Poor |
| 1 | Barely audible | Extreme | Extreme | Extreme | Unusable |

## SINPFEMO Signal Reporting Code

| | S | I | N | P | F | E | M | O |
|---|---|---|---|---|---|---|---|---|
| | | *Degrading effect of* | | | | *Modulation* | | |
| *Rating scale* | *Signal strength* | *Interference (QRM)* | *Noise (QRN)* | *Propagation disturbance* | *Frequency of fading* | *Quality* | *Depth* | *Overall rating* |
| 5 | Excellent | Nil | Nil | Nil | Nil | Excellent | Maximum | Excellent |
| 4 | Good | Slight | Slight | Slight | Slow | Good | Good | Good |
| 3 | Fair | Moderate | Moderate | Moderate | Moderate | Fair | Fair | Fair |
| 2 | Poor | Severe | Severe | Severe | Fast | Poor | Poor or Nil | Poor |
| 1 | Barely audible | Extreme | Extreme | Extreme | Very fast | Very poor | Continuously overmodulated | Unusable |

# THE NOTAM CODE

## PREFACE

*(See 5.2.2 and Appendix 6 of Annex 15)*

### 1. Introduction

The NOTAM Code is provided to enable the coding of information regarding the establishment, condition or change of radio aids, aerodromes and lighting facilities, dangers to aircraft, or search and rescue facilities. The NOTAM Code is a comprehensive description of information contained in NOTAM. It serves as an important criterion for storage and retrieval of information, as well as for deciding whether an item is of operational significance or not. It also establishes the relevance of the NOTAM to the various types of flight operations and determines whether it must therefore be part of a pre-flight information bulletin. In addition, it assists in specifying those items which are subject to immediate notification processes. The NOTAM Code also standardizes the presentation of the related plain-language text required at Item E) of the NOTAM Format as contained in Appendix 6 of Annex 15. Thus, the NOTAM Code is the basis for determination of the qualifiers TRAFFIC, PURPOSE and SCOPE used in Q (Qualifiers) line and the related text to appear in Item E) of the NOTAM Format.

### 2. Procedures

The transmission of NOTAM over the international aeronautical telecommunication service is governed by the appropriate sections of Annex 10, Volume II, and Annex 15. The former contains information on the acceptability of and priority to be accorded to NOTAM for transmission over the aeronautical fixed service (AFS), the latter full instructions on the textual format and contents of NOTAM.

### 3. Composition

***General***

3.1 All NOTAM Code groups contain a total of five (5) letters. The first letter of the code group is always the letter Q to indicate that it is a code abbreviation for use in the composition of NOTAM. The letter Q has been chosen to avoid conflict with any assigned radio call sign.

3.2 The second and third letters identify the subject reported upon and the fourth and fifth letters denote its status of operation. The code identifying the subject or denoting its status of operation is, whenever possible, self-evident. Where more than one subject could be identified by the same self-evident code, the most important subject is chosen.

3.3 If the subject of the NOTAM is not listed in the NOTAM Code, insert “XX” as the second and third letters.

3.4 If the condition of the subject is not listed in the NOTAM Code, insert “XX” as the fourth and fifth letters.

3.5 When a NOTAM is issued containing a checklist of valid NOTAM, use KKKK as the second, third, fourth and fifth letters. When a NOTAM containing operationally significant information is issued in accordance with Appendix 4 and Chapter 6 of Annex 15 and when it is used to announce the existence of AIRAC AIP amendments or supplements (trigger NOTAM), insert “TT” as the fourth and fifth letters.

***Classification by subject (second and third letters)***

3.6 Facilities, services and other information which require coding have been classified by subject into sections and subsections. The second letter of the code group, which may be any letter of the alphabet except Q, indicates the subject subsections as follows:

*AGA (Aerodromes)*

| | | |
|---|---|---|
| . . . . . | LIGHTING facilities | — L |
| . . . . . | MOVEMENT and landing area | — M |
| . . . . . | FACILITIES and services | — F |

*ATM (Air Traffic Management)*

| | | |
|---|---|---|
| . . . . . | AIRSPACE organization | — A |
| . . . . . | air traffic and VOLMET SERVICES | — S |
| . . . . . | air traffic PROCEDURES | — P |

*CNS (Communications, Navigation and Surveillance)*

| | | |
|---|---|---|
| . . . . . | COMMUNICATION and radar facilities | — C |
| . . . . . | INSTRUMENT and microwave landing systems | — I |
| . . . . . | GNSS services | — G |
| . . . . . | terminal and en-route NAVIGATION facilities | — N |

*Navigation Warnings*

| | | |
|---|---|---|
| . . . . . | airspace RESTRICTIONS | — R |
| . . . . . | WARNINGS | — W |

*Other Information*

| | | |
|---|---|---|
| . . . . . | OTHER information | — O |

***Classification by status (fourth and fifth letters)***

3.7 The fourth letter of the code group, which may be any letter of the alphabet except Q, indicates status subsections as follows:

| | |
|---|---|
| A | AVAILABILITY |
| C | CHANGES |
| H | HAZARD conditions |
| L | LIMITATIONS |
| XX | Other |

3.8 The following fourth and fifth letters of the NOTAM Code should be used in NOTAM cancellations:

AK: RESUMED NORMAL OPERATION

AL: OPERATIVE (OR REOPERATIVE) SUBJECT TO PREVIOUSLY PUBLISHED LIMITATIONS/CONDITIONS

AO: OPERATIONAL

CC: COMPLETED

XX: PLAIN LANGUAGE

## 4. Significations/uniform abbreviated phraseology

The significations/approved uniform abbreviated phraseology assigned to NOTAM Code groups, as required for use in Item E) of the NOTAM Format (Annex 15, Appendix 6), are to be amplified or completed where necessary by the addition of appropriate location indicators, name of station, geographical coordinates, abbreviations, frequencies, call signs, figures and plain language. ICAO abbreviations are to be used in preference to plain language wherever possible. In order to facilitate the dissemination of NOTAM by reducing the transmission time over telecommunication channels, eliminate translation and provide a suitable pre-flight information bulletin entry, the approved uniform abbreviated phraseology assigned to each signification of a two-letter combination in the NOTAM Code — Decode part is to be used in preference to significations wherever possible.

*Note.— In addition, to meet certain requirements, a State may wish to provide a translation of the approved uniform phraseology in another language.*

## 5. Text in parentheses

The information necessary to complete a signification/uniform abbreviated phraseology, as indicated between parentheses, shall be given as applicable.

## 6. Amplification of significations/uniform abbreviated phraseology

The following is applicable to amplification of significations/uniform abbreviated phraseology:

a) amplifications relating to significations/uniform abbreviated phraseology of the second and third letters (subject of the NOTAM) must *precede* signification/uniform abbreviated phraseology of the NOTAM Code;

b) amplifications relating to significations/uniform abbreviated phraseology of the fourth and fifth letters (status of operation) must *follow* signification/uniform abbreviated phraseology of the NOTAM Code.

*Examples (as applicable to Item E) of the NOTAM Format)*

a) The touchdown zone lights of RWY 27 are not available due to power failure.

E) RWY 27 RTZL NOT AVBL DUE PWR FAILURE

b) The taxiway edge lights of taxiway B are obscured by snow.

E) TWY B EDGE LGT OBSCURED BY SN

c) On the strip of RWY 09/27 snow banks to a height of 15 ft exist.

E) RWY 09/27 STRIP SN BANKS HGT 15 FT

d) The minimum sector altitude in the sector 90° to 180° inbound VOR ident DOM changed to 3 600 ft MSL.

E) 90 TO 180 DEG INBD VOR DOM MSA CHANGED 3 600 FT MSL

## 7. Use of NOTAM Code groups

7.1 Five-letter NOTAM Code groups are to be used in conjunction with the NOTAM Format (Annex 15, 5.2.1, 5.3.2 and Appendix 6). They also constitute the basis for determination of the qualifiers Traffic, Purpose and Scope. Both NOTAM Code groups and NOTAM qualifiers are to be inserted in Q (Qualifiers) line of the NOTAM Format.

*Note.— The most commonly used NOTAM Code groups and their respective relation with the qualifiers Traffic, Purpose and Scope are presented in the NOTAM Selection Criteria tables (Doc 8126 —* Aeronautical Information Services Manual, *Attachment to Appendix C).*

7.2 Five-letter NOTAM Code groups are formed in the following manner:

FIRST LETTER

The letter Q (see 3.1).

SECOND AND THIRD LETTERS

The appropriate combination of two letters selected from the “Second and Third Letters” section of the NOTAM Code to identify the facility, service or danger to aircraft being reported upon. (See 3.3, 3.5 and 3.6.)

FOURTH AND FIFTH LETTERS

The appropriate combination of two letters selected from the “Fourth and Fifth Letters” section of the NOTAM Code to denote the status of operation of the facility, service or danger to aircraft reported upon. (See 3.4, 3.5 and 3.7.)

*Examples*

*Note.— In the examples of NOTAM below, the letters Q to G inclusive, each followed by a closing parenthesis, identify an item in the NOTAM Format (Annex 15, Appendix 6).*

a) The distance measuring equipment (DME), at Paris/Orly, will not be available from the 31st day of March 1992 at 2359 UTC until the 1st day of April 1992 at 0600 UTC.

*NOTAM:*

Q) LFFF/QNDAU/IV/BO/AE/ . . .
A) LFPO B) 9203312359 C) 9204010600
E) DME NOT AVBL

*Meaning of NOTAM:*

Item Q):

— LFFF: ICAO location indicator identifying Paris FIR in which the facility reported on is located;

— QNDAU: The letter "Q" identifies the five-letter code group as the NOTAM Code group. Second and third letters "ND" identifying "distance measuring equipment" and fourth and fifth letters "AU" denoting that the facility is "not available";

— IV: Letters identifying that the information affects both IFR and VFR traffic;

— BO: Letters identifying that NOTAM is selected for pre-flight information bulletins entry and that it is operationally significant information for IFR flights;

— AE: Letters identifying that facility is serving a dual purpose as terminal and en-route aid.

Item A):

— LFPO: ICAO location indicator identifying Paris/Orly, the location of the facility being reported on.

Item B):

— 9203312359: Date/time group of the beginning of the period of validity in which the facility is not available.

Item C):

— 9204010600: Date/time group of the end of the period of validity in which the facility is not available.

Item E):

— DME NOT AVBL: Plain-language entry using ICAO abbreviations.

b) With immediate effect, the VHF omnidirectional radio range on frequency 116.9 MHz at New York/La Guardia will be out of service until approximately the 13th day of November 1992 at 0900 UTC.

*NOTAM:*

Q) KZWY/QNVAS/IV/BO/AE/ . . .
A) KLGA B) 9211020615 C) 9211130900 EST
E) 116.9 MHZ VOR U/S

*Note.— In the above example, the amplification (i.e. VOR frequency 116.9 MHz) relating to the second and third letters precedes the NOTAM Code signification.*

c) Runway 30 at Stockholm/Bromma is permanently closed for VFR operations.

*NOTAM:*

Q) ESOS/QMRLV/V/NB/A/ . . .
A) ESSB B) 9210221430 C) PERM
E) RWY 30 CLSD TO VFR OPS

d) The VHF omnidirectional radio range on frequency 116.30 MHz station VOZICE in PRAHA FIR will be out of service from the 10th day of November 1992 at 0800 UTC until the 13th day of November 1992 at 0900 UTC.

*NOTAM:*

Q) LKAA/QNVAS/IV/BO/E/ . . .
A) LKAA B) 9211100800 C) 9211130900
E) VOZ 116.30 MHZ VOR U/S

*Note.— In the above example, the amplification (i.e. station identification VOZ and VOR frequency 116.30 MHz) relating to the second and third letters precedes the NOTAM Code signification.*

e) In the Montreal FIR, gunfiring will take place on the 21st day of February 1993 from 0800 UTC until 1100 UTC within an area of 10 NM radius around the location 45°37´ North, 74°00´ West from the surface up to an altitude of 6 100 m (20 000 ft) MSL.

*NOTAM:*

Q) CZUL/QWMLW/IV/BO/W/000/200/4537N07400W010
A) CZUL B) 9302210800 C) 9302211100
E) GUN FRNG WILL TAKE PLACE RADIUS 10 NM AROUND 4537N07400W
F) SFC G) 6100 M (20000 FT) MSL

# THE NOTAM CODE — DECODE

## SECOND AND THIRD LETTERS

| *Code* | *Signification* | *Uniform abbreviated phraseology* |
|---|---|---|
| AGA | | |
| Lighting facilities (L) | | |
| LA | Approach lighting system *(specify runway and type)* | als |
| LB | Aerodrome beacon | abn |
| LC | Runway centre line lights *(specify runway)* | rcll |
| LD | Landing direction indicator lights | ldi lgt |
| LE | Runway edge lights *(specify runway)* | redl |
| LF | Sequenced flashing lights *(specify runway)* | sequenced flg lgt |
| LG | Pilot-controlled lighting | pcl |
| LH | High intensity runway lights *(specify runway)* | high intst rwy lgt |
| LI | Runway end identifier lights *(specify runway)* | rwy end id lgt |
| LJ | Runway alignment indicator lights *(specify runway)* | rai lgt |
| LK | Category II components of approach lighting system *(specify runway)* | cat II components als |
| LL | Low intensity runway lights *(specify runway)* | low intst rwy lgt |
| LM | Medium intensity runway lights *(specify runway)* | medium intst rwy lgt |
| LP | Precision approach path indicator *(specify runway)* | papi |
| LR | All landing area lighting facilities | ldg area lgt fac |
| LS | Stopway lights *(specify runway)* | stwl |
| LT | Threshold lights *(specify runway)* | thr lgt |
| LU | Helicopter approach path indicator | hapi |
| LV | Visual approach slope indicator system *(specify type and runway)* | vasis |
| LW | Heliport lighting | heliport lgt |
| LX | Taxiway centre line lights *(specify taxiway)* | twy cl lgt |
| LY | Taxiway edge lights *(specify taxiway)* | twy edge lgt |
| LZ | Runway touchdown zone lights *(specify runway)* | rtzl |
| AGA | | |
| Movement and landing area (M) | | |
| MA | Movement area | mov area |
| MB | Bearing strength *(specify part of landing area or movement area)* | bearing strength |
| MC | Clearway *(specify runway)* | cwy |
| MD | Declared distances *(specify runway)* | declared dist |
| MG | Taxiing guidance system | tgs |
| MH | Runway arresting gear *(specify runway)* | rag |
| MK | Parking area | prkg area |
| MM | Daylight markings *(specify threshold, centre line, etc.)* | day markings |
| MN | Apron | apron |
| MO | Stopbar *(specify taxiway)* | stopbar |
| MP | Aircraft stands *(specify)* | acft stand |
| MR | Runway *(specify runway)* | rwy |
| MS | Stopway *(specify runway)* | swy |
| MT | Threshold *(specify runway)* | thr |

| *Code* | *Signification* | *Uniform abbreviated phraseology* |
|---|---|---|
| MU | Runway turning bay *(specify runway)* | rwy turning bay |
| MW | Strip/shoulder *(specify runway)* | strip/shoulder |
| MX | Taxiway(s) *(specify)* | twy |
| MY | Rapid exit taxiway *(specify)* | rapid exit twy |

AGA
Facilities and services (F)

| | | |
|---|---|---|
| FA | Aerodrome | ad |
| FB | Friction measuring device *(specify type)* | friction measuring device |
| FC | Ceiling measurement equipment | ceiling measurement eqpt |
| FD | Docking system *(specify AGNIS, BOLDS, etc.)* | dckg system |
| FE | Oxygen *(specify type)* | oxygen |
| FF | Firefighting and rescue | fire and rescue |
| FG | Ground movement control | gnd mov ctl |
| FH | Helicopter alighting area/platform | hel alighting area |
| FI | Aircraft de-icing *(specify)* | acft de-ice |
| FJ | Oils *(specify type)* | oil |
| FL | Landing direction indicator | ldi |
| FM | Meteorological service *(specify type)* | met |
| FO | Fog dispersal system | fg dispersal |
| FP | Heliport | heliport |
| FS | Snow removal equipment | sn removal eqpt |
| FT | Transmissometer *(specify runway and, where applicable, designator(s) of transmissometer(s))* | transmissometer |
| FU | Fuel availability | fuel avbl |
| FW | Wind direction indicator | wdi |
| FZ | Customs/immigration | cust/immigration |

ATM
Airspace organization (A)

| | | |
|---|---|---|
| AA | Minimum altitude *(specify en-route/crossing/safe)* | mnm alt |
| AC | Control zone | ctr |
| AD | Air defence identification zone | adiz |
| AE | Control area | cta |
| AF | Flight information region | fir |
| AH | Upper control area | uta |
| AL | Minimum usable flight level | mnm usable fl |
| AN | Area navigation route | rnav rte |
| AO | Oceanic control area | oca |
| AP | Reporting point *(specify name or coded designator)* | rep |
| AR | ATS route *(specify)* | ats rte |
| AT | Terminal control area | tma |
| AU | Upper flight information region | uir |
| AV | Upper advisory area | uda |
| AX | Significant point | sig |
| AZ | Aerodrome traffic zone | atz |

| *Code* | *Signification* | *Uniform abbreviated phraseology* |
|---|---|---|
| ATM<br>Air traffic and VOLMET services (S) | | |
| SA | Automatic terminal information service | atis |
| SB | ATS reporting office | aro |
| SC | Area control centre | acc |
| SE | Flight information service | fis |
| SF | Aerodrome flight information service | afis |
| SL | Flow control centre | flow ctl centre |
| SO | Oceanic area control centre | oac |
| SP | Approach control service | app |
| SS | Flight service station | fss |
| ST | Aerodrome control tower | twr |
| SU | Upper area control centre | uac |
| SV | VOLMET broadcast | volmet |
| SY | Upper advisory service *(specify)* | upper advisory ser |
| ATM<br>Air traffic procedures (P) | | |
| PA | Standard instrument arrival *(specify route designator)* | star |
| PB | Standard VFR arrival | std vfr arr |
| PC | Contingency procedures | contingency proc |
| PD | Standard instrument departure *(specify route designator)* | sid |
| PE | Standard VFR departure | std vfr dep |
| PF | Flow control procedure | flow ctl proc |
| PH | Holding procedure | hldg proc |
| PI | Instrument approach procedure *(specify type and runway)* | instr apch proc |
| PK | VFR approach procedure | vfr apch proc |
| PL | Flight plan processing, filing and related contingency | fpl |
| PM | Aerodrome operating minima *(specify procedure and amended minimum)* | opr minima |
| PN | Noise operating restrictions | noise opr restrictions |
| PO | Obstacle clearance altitude and height *(specify procedure)* | oca och |
| PR | Radio failure procedure | rdo failure proc |
| PT | Transition altitude or transition level *(specify)* | ta/trl |
| PU | Missed approach procedure *(specify runway)* | missed apch proc |
| PX | Minimum holding altitude *(specify fix)* | mnm hldg alt |
| PZ | ADIZ procedure | adiz proc |
| CNS<br>Communications and surveillance facilities (C) | | |
| CA | Air/ground facility *(specify service and frequency)* | a/g fac |
| CB | Automatic dependent surveillance — broadcast *(details)* | ads-b |
| CC | Automatic dependent surveillance — contract *(details)* | ads-c |
| CD | Controller-pilot data link communications *(details)* | cpdlc |
| CE | En-route surveillance radar | rsr |
| CG | Ground controlled approach system | gca |
| CL | Selective calling system | selcal |
| CM | Surface movement radar | smr |

| *Code* | *Signification* | *Uniform abbreviated phraseology* |
|---|---|---|
| CP | Precision approach radar *(specify runway)* | par |
| CR | Surveillance radar element of precision approach radar system *(specify wavelength)* | sre |
| CS | Secondary surveillance radar | ssr |
| CT | Terminal area surveillance radar | tar |
| | CNS<br>Instrument and microwave landing systems (I) | |
| IC | Instrument landing system *(specify runway)* | ils |
| ID | DME associated with ILS | ils dme |
| IG | Glide path (ILS) *(specify runway)* | ils gp |
| II | Inner marker (ILS) *(specify runway)* | ils im |
| IL | Localizer (ILS) *(specify runway)* | ils llz |
| IM | Middle marker (ILS) *(specify runway)* | ils mm |
| IN | Localizer *(not associated with ILS)* | llz |
| IO | Outer marker (ILS) *(specify runway)* | ils om |
| IS | ILS Category I *(specify runway)* | ils cat I |
| IT | ILS Category II *(specify runway)* | ils cat II |
| IU | ILS Category III *(specify runway)* | ils cat III |
| IW | Microwave landing system *(specify runway)* | mls |
| IX | Locator, outer (ILS) *(specify runway)* | ils lo |
| IY | Locator, middle (ILS) *(specify runway)* | ils lm |
| | CNS<br>GNSS services (G) | |
| GA | GNSS airfield-specific operations *(specify operation)* | gnss airfield |
| GW | GNSS area-wide operations *(specify operation)* | gnss area |
| | CNS<br>Terminal and en-route navigation facilities (N) | |
| NA | All radio navigation facilities (except . . .) | all rdo nav fac |
| NB | Non-directional radio beacon | ndb |
| NC | DECCA | decca |
| ND | Distance measuring equipment | dme |
| NF | Fan marker | fan mkr |
| NL | Locator *(specify identification)* | l |
| NM | VOR/DME | vor/dme |
| NN | TACAN | tacan |
| NO | OMEGA | omega |
| NT | VORTAC | vortac |
| NV | VOR | vor |
| NX | Direction-finding station *(specify type and frequency)* | df |

| *Code* | *Signification* | *Uniform abbreviated phraseology* |
|---|---|---|
| Navigation Warnings<br>Airspace restrictions (R) | | |
| RA | Airspace reservation *(specify)* | airspace reservation |
| RD | Danger area *(specify)* | . . d . . |
| RM | Military operating area | moa |
| RO | Overflying of . . . *(specify)* | overflying |
| RP | Prohibited area *(specify )* | . . p . . |
| RR | Restricted area | . . r . . |
| RT | Temporary restricted area *(specify area)* | tempo restricted area |
| Navigation Warnings<br>Warnings (W) | | |
| WA | Air display | air display |
| WB | Aerobatics | aerobatics |
| WC | Captive balloon or kite | captive balloon/kite |
| WD | Demolition of explosives | demolition of explosives |
| WE | Exercises *(specify)* | exer |
| WF | Air refuelling | air refuelling |
| WG | Glider flying | gld fly |
| WH | Blasting | blasting |
| WJ | Banner/target towing | banner/target towing |
| WL | Ascent of free balloon | ascent of free balloon |
| WM | Missile, gun or rocket firing | missile/gun/rocket/frng |
| WP | Parachute jumping exercise, paragliding or hang gliding | pje/paragliding/hang gliding |
| WR | Radioactive materials or toxic chemicals *(specify)* | radioactive materials/toxic chemicals |
| WS | Burning or blowing gas | burning/blowing gas |
| WT | Mass movement of aircraft | mass mov of acft |
| WU | Unmanned aircraft | ua |
| WV | Formation flight | formation flt |
| WW | Significant volcanic activity | significant volcanic act |
| WY | Aerial survey | aerial survey |
| WZ | Model flying | model fly |
| Other Information (O) | | |
| OA | Aeronautical information service | ais |
| OB | Obstacle *(specify details)* | obst |
| OE | Aircraft entry requirements | acft entry rqmnts |
| OL | Obstacle lights on . . . *(specify)* | obst lgt |
| OR | Rescue coordination centre | rcc |

# THE NOTAM CODE — DECODE

## FOURTH AND FIFTH LETTERS

| *Code* | *Signification* | *Uniform abbreviated phraseology* |
|---|---|---|
| Availability (A) | | |
| AC | Withdrawn for maintenance | withdrawn maint |
| AD | Available for daylight operation | avbl day ops |
| AF | Flight checked and found reliable | fltck okay |
| AG | Operating but ground checked only, awaiting flight check | opr but gnd ck only, awaiting fltck |
| AH | Hours of service are now . . . *(specify)* | hr ser |
| AK | Resumed normal operation | okay |
| AL | Operative *(or reoperative)* subject to previously published limitations/ conditions | opr subj previous cond |
| AM | Military operations only | mil ops only |
| AN | Available for night operation | avbl ngt ops |
| AO | Operational | opr |
| AP | Available, prior permission required | avbl, ppr |
| AR | Available on request | avbl o/r |
| AS | Unserviceable | u/s |
| AU | Not available *(specify reason if appropriate)* | not avbl |
| AW | Completely withdrawn | withdrawn |
| AX | Previously promulgated shutdown has been cancelled | promulgated shutdown cnl |
| Changes (C) | | |
| CA | Activated | act |
| CC | Completed | cmpl |
| CD | Deactivated | deactivated |
| CE | Erected | erected |
| CF | Operating frequency(ies) changed to | opr freq changed to |
| CG | Downgraded to | downgraded to |
| CH | Changed | changed |
| CI | Identification or radio call sign changed to | ident/rdo call sign changed to |
| CL | Realigned | realigned |
| CM | Displaced | displaced |
| CN | Cancelled | cnl |
| CO | Operating | opr |
| CP | Operating on reduced power | opr reduced pwr |
| CR | Temporarily replaced by | tempo rplcd by |
| CS | Installed | instl |
| CT | On test, do not use | on test, do not use |

| *Code* | *Signification* | *Uniform abbreviated phraseology* |
|---|---|---|
| Hazard Conditions (H) | | |
| HA | Braking action is . . .<br>1) Poor<br>2) Medium/Poor<br>3) Medium<br>4) Medium/Good<br>5) Good | ba is... |
| HB | Friction coefficient is . . . *(specify friction measuring device used)* | friction coefficient is |
| HC | Covered by compacted snow to a depth of | cov compacted sn depth |
| HD | Covered by dry snow to a depth of | cov dry sn depth |
| HE | Covered by water to a depth of | cov water depth |
| HF | Totally free of snow and ice | free of sn and ice |
| HG | Grass cutting in progress | grass cutting inpr |
| HH | Hazard due to *(specify)* | hazard due |
| HI | Covered by ice | cov ice |
| HJ | Launch planned . . . *(specify balloon flight identification or project code name, launch site, planned period of launch(es) — date/time, expected climb direction, estimated time to pass 18 000 m (60 000 ft), or reaching cruise level if at or below 18 000 m (60 000 ft), together with estimated location)* | launch plan |
| HK | Bird migration in progress *(specify direction)* | bird migration inpr |
| HL | Snow clearance completed | sn clr cmpl |
| HM | Marked by | marked by |
| HN | Covered by wet snow or slush to a depth of | cov wet sn/slush depth |
| HO | Obscured by snow | obscured by sn |
| HP | Snow clearance in progress | sn clr inpr |
| HQ | Operation cancelled . . . *(specify balloon flight identification or project code name)* | opr cnl |
| HR | Standing water | standing water |
| HS | Sanding in progress | sanding inpr |
| HT | Approach according to signal area only | apch according signal |
| HU | Launch in progress . . . *(specify balloon flight identification or project code name, launch site, date/time of launch(es), estimated time passing 18 000 m (60 000 ft), or reaching cruising level if at or below 18 000 m (60 000 ft), together with estimated location, estimated date/time of termination of the flight and planned location of ground contact, when applicable)* | launch inpr |
| HV | Work completed | work cmpl |
| HW | Work in progress | wip |
| HX | Concentration of birds | bird concentration |
| HY | Snow banks exist *(specify height)* | sn banks hgt |
| HZ | Covered by frozen ruts and ridges | cov frozen ruts and ridges |

| *Code* | *Signification* | *Uniform abbreviated phraseology* |
|---|---|---|
| Limitations (L) | | |
| LA | Operating on auxiliary power supply | opr aux pwr |
| LB | Reserved for aircraft based therein | reserved for acft based therein |
| LC | Closed | clsd |
| LD | Unsafe | unsafe |
| LE | Operating without auxiliary power supply | opr aux wo pwr |
| LF | Interference from | interference fm |
| LG | Operating without identification | opr wo ident |
| LH | Unserviceable for aircraft heavier than | u/s acft heavier than |
| LI | Closed to IFR operations | clsd ifr ops |
| LK | Operating as a fixed light | opr as f lgt |
| LL | Usable for length of . . . and width of . . . | usable len.../wid... |
| LN | Closed to all night operations | clsd to all ngt ops |
| LP | Prohibited to | prohibited to |
| LR | Aircraft restricted to runways and taxiways | acft restricted to rwy and twy |
| LS | Subject to interruption | subj intrp |
| LT | Limited to | ltd to |
| LV | Closed to VFR operations | clsd vfr ops |
| LW | Will take place | will take place |
| LX | Operating but caution advised due to | opr but ctn advised due to |
| Other (XX) | | |
| XX | Plain language | |

# THE NOTAM CODE — ENCODE

## SECOND AND THIRD LETTERS

| *Signification* | *Code* |
|---|---|
| AGA | |
| Lighting facilities (L) | |
| Aerodrome beacon | LB |
| All landing area lighting facilities | LR |
| Approach lighting system *(specify runway and type)* | LA |
| Category II components of approach lighting system *(specify runway)* | LK |
| Helicopter approach path indicator | LU |
| Heliport lighting | LW |
| High intensity runway lights *(specify runway)* | LH |
| Landing direction indicator lights | LD |
| Low intensity runway lights *(specify runway)* | LL |
| Medium intensity runway lights *(specify runway)* | LM |
| Pilot-controlled lighting | LG |
| Precision approach path indicator *(specify runway)* | LP |
| Runway alignment indicator lights *(specify runway)* | LJ |
| Runway centre line lights *(specify runway)* | LC |
| Runway edge lights *(specify runway)* | LE |
| Runway end identifier lights *(specify runway)* | LI |
| Runway touchdown zone lights *(specify runway)* | LZ |
| Sequenced flashing lights *(specify runway)* | LF |
| Stopway lights *(specify runway)* | LS |
| Taxiway centre line lights *(specify taxiway)* | LX |
| Taxiway edge lights *(specify taxiway)* | LY |
| Threshold lights *(specify runway)* | LT |
| Visual approach slope indicator system *(specify type and runway)* | LV |
| AGA | |
| Movement and landing area (M) | |
| Aircraft stands *(specify)* | MP |
| Apron | MN |
| Bearing strength *(specify part of landing area or movement area)* | MB |
| Clearway *(specify runway)* | MC |
| Daylight markings *(specify threshold, centre line, etc.)* | MM |
| Declared distances *(specify runway)* | MD |
| Movement area | MA |
| Parking area | MK |
| Rapid exit taxiway *(specify)* | MY |
| Runway *(specify runway)* | MR |
| Runway arresting gear *(specify runway)* | MH |
| Runway turning bay *(specify runway)* | MU |
| Stopbar *(specify taxiway)* | MO |
| Stopway *(specify runway)* | MS |
| Strip/shoulder *(specify runway)* | MW |
| Taxiing guidance system | MG |
| Taxiway(s) *(specify)* | MX |
| Threshold *(specify runway)* | MT |
| AGA | |
| Facilities and services (F) | |
| Aerodrome | FA |
| Aircraft de-icing *(specify)* | FI |
| Ceiling measurement equipment | FC |
| Customs/immigration | FZ |
| Docking system *(specify AGNIS, BOLDS, etc.)* | FD |
| Firefighting and rescue | FF |
| Fog dispersal system | FO |
| Friction measuring device *(specify type)* | FB |
| Fuel availability | FU |
| Ground movement control | FG |
| Helicopter alighting area/platform | FH |
| Heliport | FP |
| Landing direction indicator | FL |
| Meteorological service *(specify type)* | FM |
| Oils *(specify type)* | FJ |
| Oxygen *(specify type)* | FE |
| Snow removal equipment | FS |
| Transmissometer *(specify runway and, where applicable, designator(s) of transmissometer(s))* | FT |
| Wind direction indicator | FW |
| ATM | |
| Airspace organization (A) | |
| Aerodrome traffic zone | AZ |
| Air defence identification zone | AD |

| *Signification* | *Code* |
|---|---|
| Area navigation route | AN |
| ATS route *(specify)* | AR |
| Control area | AE |
| Control zone | AC |
| Flight information region | AF |
| Minimum altitude *(specify en-route/crossing/safe)* | AA |
| Minimum usable flight level | AL |
| Oceanic control area | AO |
| Reporting point *(specify name or coded designator)* | AP |
| Significant point | AX |
| Terminal control area | AT |
| Upper advisory area | AV |
| Upper control area | AH |
| Upper flight information region | AU |
| ATM | |
| Air traffic and VOLMET services (S) | |
| Aerodrome control tower | ST |
| Aerodrome flight information service | SF |
| Approach control service | SP |
| Area control centre | SC |
| ATS reporting office | SB |
| Automatic terminal information service | SA |
| Flight information service | SE |
| Flight service station | SS |
| Flow control centre | SL |
| Oceanic area control centre | SO |
| Upper advisory service *(specify)* | SY |
| Upper area control centre | SU |
| VOLMET broadcast | SV |
| ATM | |
| Air traffic procedures (P) | |
| ADIZ procedure | PZ |
| Aerodrome operating minima *(specify procedure and amended minimum)* | PM |
| Contingency procedures | PC |
| Flight plan processing, filing and related contingency | PL |
| Flow control procedure | PF |
| Holding procedure | PH |
| Instrument approach procedure *(specify type and runway)* | PI |
| Minimum holding altitude *(specify fix)* | PX |
| Missed approach procedure *(specify runway)* | PU |

| *Signification* | *Code* |
|---|---|
| Noise operating restrictions | PN |
| Obstacle clearance altitude and height *(specify procedure)* | PO |
| Radio failure procedure | PR |
| Standard instrument arrival *(specify route designator)* | PA |
| Standard instrument departure *(specify route designator)* | PD |
| Standard VFR arrival | PB |
| Standard VFR departure | PE |
| Transition altitude or transition level *(specify)* | PT |
| VFR approach procedure | PK |
| CNS | |
| Communications and surveillance facilities (C) | |
| Air/ground facility *(specify service and frequency)* | CA |
| Automatic dependent surveillance — broadcast *(details)* | CB |
| Automatic dependent surveillance — contract *(details)* | CC |
| Controller-pilot data link communications *(details)* | CD |
| En-route surveillance radar | CE |
| Ground controlled approach system | CG |
| Precision approach radar *(specify runway)* | CP |
| Secondary surveillance radar | CS |
| Selective calling system | CL |
| Surface movement radar | CM |
| Surveillance radar element of precision approach radar system *(specify wavelength)* | CR |
| Terminal area surveillance radar | CT |
| CNS | |
| GNSS services (G) | |
| GNSS airfield-specific operations *(specify operation)* | GA |
| GNSS area-wide operations *(specify operation)* | GW |

| *Signification* | *Code* |
|---|---|
| CNS | |
| Instrument and microwave landing systems (I) | |
| DME associated with ILS | ID |
| Glide path (ILS) *(specify runway)* | IG |
| ILS Category I *(specify runway)* | IS |
| ILS Category II *(specify runway)* | IT |
| ILS Category III *(specify runway)* | IU |
| Inner marker (ILS) *(specify runway)* | II |
| Instrument landing system *(specify runway)* | IC |
| Localizer (ILS) *(specify runway)* | IL |
| Localizer *(not associated with ILS)* | IN |
| Locator, middle (ILS) *(specify runway)* | IY |
| Locator, outer (ILS) *(specify runway)* | IX |
| Microwave landing system *(specify runway)* | IW |
| Middle marker (ILS) *(specify runway)* | IM |
| Outer marker (ILS) *(specify runway)* | IO |
| CNS | |
| Terminal and en-route navigation facilities (N) | |
| All radio navigation facilities (except . . .) | NA |
| DECCA | NC |
| Direction-finding station *(specify type and frequency)* | NX |
| Distance measuring equipment | ND |
| Fan marker | NF |
| Locator *(specify identification)* | NL |
| Non-directional radio beacon | NB |
| OMEGA | NO |
| VOR | NV |
| VOR/DME | NM |
| VORTAC | NT |
| TACAN | NN |
| Navigation Warnings | |
| Airspace restrictions (R) | |
| Airspace reservation *(specify)* | RA |
| Danger area *(specify)* | RD |
| Military operating area | RM |
| Overflying of . . . *(specify)* | RO |
| Prohibited area *(specify)* | RP |
| Restricted area | RR |
| Temporary restricted area *(specify area)* | RT |
| Navigation Warnings | |
| Warnings (W) | |
| Aerial survey | WY |
| Aerobatics | WB |
| Air display | WA |
| Air refuelling | WF |
| Ascent of free balloon | WL |
| Banner/target towing | WJ |
| Blasting | WH |
| Burning or blowing gas | WS |
| Captive balloon or kite | WC |
| Demolition of explosives | WD |
| Exercises *(specify)* | WE |
| Formation flight | WV |
| Glider flying | WG |
| Mass movement of aircraft | WT |
| Missile, gun or rocket firing | WM |
| Model flying | WZ |
| Parachute jumping exercise, paragliding or hang gliding | WP |
| Radioactive materials or toxic chemicals *(specify)* | WR |
| Significant volcanic activity | WW |
| Unmanned aircraft | WU |
| Other Information (O) | |
| Aeronautical information service | OA |
| Aircraft entry requirements | OE |
| Obstacle *(specify details)* | OB |
| Obstacle lights on . . . *(specify)* | OL |
| Rescue coordination centre | OR |

# THE NOTAM CODE — ENCODE

## FOURTH AND FIFTH LETTERS

| *Signification* | *Code* |
|---|---|
| Availability (A) | |
| Available for daylight operation | AD |
| Available for night operation | AN |
| Available on request | AR |
| Available, prior permission required | AP |
| Completely withdrawn | AW |
| Flight checked and found reliable | AF |
| Hours of service are now . . . *(specify)* | AH |
| Military operations only | AM |
| Not available *(specify reason if appropriate)* | AU |
| Operating but ground checked only, awaiting flight check | AG |
| Operational | AO |
| Operative *(or reoperative)* subject to previously published limitations/conditions | AL |
| Previously promulgated shutdown has been cancelled | AX |
| Resumed normal operation | AK |
| Unserviceable | AS |
| Withdrawn for maintenance | AC |
| Changes (C) | |
| Activated | CA |
| Cancelled | CN |
| Changed | CH |
| Completed | CC |
| Deactivated | CD |
| Displaced | CM |
| Downgraded to | CG |
| Erected | CE |
| Identification or radio call sign changed to | CI |
| Installed | CS |
| On test, do not use | CT |
| Operating | CO |
| Operating frequency(ies) changed to | CF |
| Operating on reduced power | CP |
| Realigned | CL |
| Temporarily replaced by | CR |

| *Signification* | *Code* |
|---|---|
| Hazard Conditions (H) | |
| Approach according to signal area only | HT |
| Bird migration in progress *(specify direction)* | HK |
| Braking action is . . . | HA |
| 1) Poor | |
| 2) Medium/Poor | |
| 3) Medium | |
| 4) Medium/Good | |
| 5) Good | |
| Concentration of birds | HX |
| Covered by compacted snow to a depth of | HC |
| Covered by dry snow to a depth of | HD |
| Covered by frozen ruts and ridges | HZ |
| Covered by ice | HI |
| Covered by water to a depth of | HE |
| Covered by wet snow or slush to a depth of | HN |
| Friction coefficient is . . . *(specify friction measuring device used)* | HB |
| Grass cutting in progress | HG |
| Hazard due to *(specify)* | HH |
| Launch in progress . . . *(specify balloon flight identification or project code name, launch site, date/time of launch(es), estimated time passing 18 000 m (60 000 ft), or reaching cruising level if at or below 18 000 m (60 000 ft), together with estimated location, estimated date/time of termination of the flight and planned location of ground contact, when applicable)* | HU |
| Launch planned . . . *(specify balloon flight identification or project code name, launch site, planned period of launch(es) — date/time, expected climb direction, estimated time to pass 18 000 m (60 000 ft), or reaching cruising level if at or below 18 000 m (60 000 ft), together with estimated location)* | HJ |
| Marked by | HM |
| Obscured by snow | HO |
| Operation cancelled . . . *(specify balloon flight identification or project code name)* | HQ |
| Sanding in progress | HS |

| *Signification* | *Code* |
|---|---|
| Snow banks exist *(specify height)* | HY |
| Snow clearance completed | HL |
| Snow clearance in progress | HP |
| Standing water | HR |
| Totally free of snow and ice | HF |
| Work completed | HV |
| Work in progress | HW |
| | |
| Limitations (L) | |
| | |
| Aircraft restricted to runways and taxiways | LR |
| Closed | LC |
| Closed to all night operations | LN |
| Closed to IFR operations | LI |
| Closed to VFR operations | LV |
| Interference from | LF |
| Limited to | LT |
| Operating as a fixed light | LK |
| Operating but caution advised due to | LX |
| Operating on auxiliary power supply | LA |
| Operating without auxiliary power supply | LE |
| Operating without identification | LG |
| Prohibited to | LP |
| Reserved for aircraft based therein | LB |
| Subject to interruption | LS |
| Unsafe | LD |
| Unserviceable for aircraft heavier than | LH |
| Usable for length of . . . and width of . . . | LL |
| Will take place | LW |
| | |
| Other (XX) | |
| | |
| Plain language | XX |

**— END —**

ISBN 978-92-9231-626-6